

small air forces observer

US \$2.50



vol 12 no 1 (45)

January 1988

small air forces observer

the newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY; The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$8.00 for 4 issues per year via surface mail. For air mail delivery, add \$8.00 for Europe and Latin America or \$10.25 for Asia, African, and Australia. New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify with your payment which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA. You can also have your bank transfer money directly to the SAFCH bank account: Routing # 3220-7021-3; Coast Saving and Loan, 137 Carmel Valley, 27845 Berwick Dr., Carmel, CA 93923; Credit to James V. Sanders, Account number 03105350.

BACK ISSUES: Either Back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of back issues and their costs, see the "SAFCH Sales Service" sheet in this issue. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$7.00 per year by the Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Second class postage paid at Carmel Valley, CA 93924. POSTMASTER: send address changes to Small Air Forces Clearing House 27965 Berwick Dr., Carmel, CA 93923.

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SAFO is distributed in England by Midland Counties Publications, 24 The Hollow, Earl Shilton, Leicester LE9 7NA; and in the USA by Bill Dean Books, 166-41 Powells Cove Blvd., Whitestone, NY 11357. Additional distributors in both of these countries and in other countries would be most welcome.

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EDITORIAL 1: I want to thank everybody who sent Christmas cards to me. These are very much appreciated and I would like to acknowledge the pleasure they brought to me and my family by writing to each of you individually. However, as you can probably imagine, time is my dearest commodity, so please accept this note as a response. I hope everyone had a joyous holidays and that the New Year will bring you and your health, happiness, and prosperity.

EDITORIAL 2: Letters of praise for the SAFO are not uncommon, but I have never printed any because similar letters published in other magazines have always appeared to me to indicate a certain lack of class. Recently, however, my opinion has undergone some revision; maybe our authors deserve to see some of these letters. Therefore, I would like to 'test the waters' by passing along these kind words from one of our newest members. "I am very pleased with SAFO, and find it entertaining, informative, and just plain fun. It's a godsend to those of us who like to take an existing kit and do it in something just a bit different than American, British, or Soviet colors. I hope you are able to keep publishing SAFO for many years to come; I shall contribute financially when I can, as much as I can. Modelers need SAFO." Charles York (SAFCH #813). Thanks Charles; you've described the spirit of the SAFCH better than I could.

STOP THE PRESSES: Received just before going to press were more copies of AIRCRAFT OF THE SAAF which has been out of stock for some time. This is a softbound book that contains outstandingly-reproduced color photos of present-day SAAF aircraft. At \$10 from the SAFCH SALES SERVICE, it is an great bargain. I don't know how many more I am able to get at this price.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

2/87 (28 pages) "Even More Miracles" 2 pages including 3 side-view drawings of RAAF Mirages. "IAI Lavi" 3 pages on converting a F-16 kit into the Israeli Lavi including 2 pages of 1/72-scale drawings. "77 Squadron" one page with 4 side-view drawings (Kittyhawk, two Mustangs, & Auster V). "Flights of Fancy" 2 pages of history and scale drawings of the Hellfahrer Hf-69B-1 jet-powered X-wing biplane fighter. (If you believe this one, I've got a bridge I'd like to sell to you.) "Bostons" 6 pages detailing the various variants including 11 side-view drawings (Soviet, RAAF, French, RAF, and USAF). "Shenyang F-6" 2 pages including 3 side-view drawings of Pakistani aircraft. "Heinkels: Part 2" 2 pages on converting to the early He-111J-1 and F-4 including 1/72-scale drawings of fuselage and engines. "Indonesian Bell 205" 2 pages with side- and top-view drawings of an Army aircraft with star-in-pentagon insignia (mistakenly identified as an Air Force machine). "Greek Agusta" 2 pages with side- and top-view drawings of 2 Greek Army machines. Photo: RAAF Sabre Mk 32.

3/87 (28 pages) "NA-16 Series" 5 pages describing fixed-gear 'Texans' including sketches, table of differences, 3-view (top, bottom, side) of Brazilian Navy NA-46, and 3 side-view drawings (Swedish & French). "Flights of Fancy: 2" 2 pages including drawings of Hellfahrer Hf-69. "Soviet Bostons" 2 pages with 4 side-view drawings. "RCAF in Alaska" side-view drawing of Bolingbroke IV. "French Invaders" 2 side-view drawings of Invaders. "Canberras" 6 pages including 6 side-view drawings. "Hudsons" 3 side-view drawings (Chinese & RAAF). "Spitfire Vc" 2 pages including 2 side-view drawings of RAAF aircraft. "Heinkels: Part 3" 3 pages on modeling the He-111A, B, & E including 4 side-view drawings (Chinese & 2 Spanish). Photos: RNZAF Skyhawks and Indonesian Dakota (ex-RAAF A65-121).

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

Last issue received 2/87

PANORAMA (IPMS Austria, Nordmanngasse 11-13/4/6, A-1210, Wien).

1/87 (32 pages) "MiG-19: Part 2" 4 pages including one photo and one page of scale drawings (MiG-19SF & PM). Four photos of Austrian SAAB-105.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US\$ 13.00, add \$3.00 for airmail, no personal checks accepted).

Summer 87 #66 (30 pages) "The Gloster Meteor F.Mk.8 in Belgian Service (Part 2)" 8 pages including 6 photos, 4 pages of side, top, & bottom views (4 aircraft), and table of codes and serials. "Belgian Alpha Jet" 3 pages including 2 pages of drawings and 2 photos of 'AT29' in special black-red-yellow demonstration scheme.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ).

13/2 (22 pages) "Esquadriлка de Fumaca" 4 pages history of Brazil's acrobatic team with 4-view 1/80-scale drawing of the team's Fouga Magister.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

5/18 (24 pages) "Grumman Avenger AS 3" 6 pages including 3 photos and 4 drawings. "Piasecki HUP-3" one page including 2 photos. "Bell HTL-4" 1/2 page including one photo. "DeHavilland Tiger Moth" 1/2 page including one photo. "McDonnell Banshee F2H-3" 3 pages including 3 photos and one drawing. "Sikorsky Seaking CHSS-2" 2 pages including one photo and one drawing. "DeHavilland Canada Tracker" 2 pages including 2 photos and one drawing. "Beechcraft Expeditor C-45" 2 pages including 2 photos and one drawing. "Canadair Silver Star CT-133" 2 pages including 2 photos and one drawing. "Sikorsky HO4S-3" one page with one photo and one drawing. "RCN Oddballs" 3 pages including 7 photos (Sea Fury, Firefly, & Avenger).

6/18 (24 pages) "Sikorsky CH-53E Super Stallion" 7 pages on converting the 1/48-scale Revell CH-53G. "CF-ARM - Converting a Classic into a 'Classic'" 6 pages including 3 photos and 6 side-view drawings on the full-scale conversion of a Spanish Ju-52/1m into a single-engined Junkers in Canadian markings. "Focke Wulf FW-44 Steigltitz" 3 pages on building 3 different versions from the Huma kit. "Tri Turbo-3" 2 pages including 2 photos and 1/72-scale drawings of a DC-3 with three turboengines. Photos: RCAF Beech C-45 with a PT6 turboprop in addition to the 2 normal engines.

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by exchange with a friend in Czechoslovakia).

10/87 (44 pages) "Po-2 in Cz. Service" 2 pages including 2 photos and a page of color drawings of Po-2's with enclosed cabins. "National Museum of Technology in Prague" one page with list of aircraft and 2 color photos (Antra and LWF). "Letadla 39-45: Arado Ar 199" one page including 2 photos and 1/97-scale 3-view drawings. "Monografie: Vultee V-1, 11, & 12" 3 pages including 5 photos, table of individual aircraft, and 1/70-scale 3-view drawing of V-1A. "Sikorsky Aircraft" 2 pages with 2 photos and small 3-view drawings of S-40 and S-38A. "Z Archivu" 1/2 page including 2 photos and small 3-view drawing of the Planet Satellite. "Co Noveho" 1/2 page including one photo and small 3-view drawing of PZL I-22 Iryd. Photos: Peru An-32 & DC-8; Cz. L-29, MiG-21U, & Jak-40. Color side-view drawings: Jer-2, Avro Tutor, Nakajima Ki-87, Folland Fo-108, & Ar-199.

11/87 (44 pages) "Letadla 39-45: VL Morko-Morane" one page including one photo and 1/115-scale 3-view drawing. "Monografie: Vultee V-1, 11 & 12" 4 pages including 11 photos, 10 small side-view drawings, and a cut-a-way drawing. "Sikorsky Aircraft" 2 pages including 4 photos. "Co Noveho" 1/2 page including one photo and small 3-view drawing of Xian V-7-100. "Z Archivu" 1/2 page including 2 photos and small 3-view drawing of Loire-Nieuport 160/161. "Ptali Jste se" 1/2 page including 3 photos of

Lithuanian S-20 fighters. Color side-view drawing of Zlin Z-142.

12/87 (44 pages) "Dewoitine D-520: Part 1" 2 pages including 5 photos and 1/72-scale drawings. "Letadla 39-45: SNCAO CAO-600" one page including 2 photos and 1/150-scale 3-view drawing. "Monografie: RFB Fantrainer" 3 pages including 10 photos and small 3-view drawings of Fanliner and Fantrainer D1. "Sikorsky Aircraft" 2 pages including 2 photos and small 3-view drawing of S-42A. "Co Noveho" 1/2 page including one photo and small 3-view drawing of Atlas Alpha XH-1. "Z Archivu" 1/2 page including 2 photos and small 3-view drawing of Jak-16. Photos: Algerian An-12 and Cz. An-2.

13/87 (44 pages) "Dewoitine D-520: Part 2" 2 pages including 2 photos and 1/72-scale drawings. "Breguet Br-19TF" 4 pages including 10 photos (2 in color) of the Atlantic-crossing "Question Mark". "Letadla 39-45: Airabonita" one page including 2 photos and 1/120-scale 3-view drawing. "RFB Fantrainer: Part 2" 3 pages including 5 photos and 1/54-scale 3-view drawing. "Sikorsky Aircraft" 2 pages including 3 photos and small 3-view drawing of S-43A. "Co Noveho" 1/2 page including one photo and small 3-view drawing of EH Industries EH-101. "Z Archivu" 1/2 page including 2 photos and small 3-view drawing of Thai Bombarde Typ-2. Color side- and plan-view drawings of Dewoitine D-520 (French, Vichy, Italian, and Bulgarian).

14/87 (44 pages) "Dewoitine D-520: Part 3" 2 pages including one photo, 1/72-scale 3-view drawing of 2-seat version, and drawings of cockpit and interior details. "Letadla 39-45: SABCA/Caproni S-47/Ca-335" one page including 2 photos and 1/130-scale 3-view drawing. "Monografie: Fairey Swordfish (Part 1)" 4 pages including 7 photos and 5 color side-view drawings. "Sikorsky Aircraft" 2 pages including 2 photos, small 3-view drawing of VS-44A, and table of specifications of Sikorsky flying boats. "Z Archivu" 1/2 page including one photo and small 3-view drawing of Lockheed Big Dipper. "Ptali Jste se" 1/2 page including 2 photos and 3 side-view drawings of Dutch Hawk 75, CW-21B, & Buffalo in orange triangle markings.

15/87 (44 pages) "Ceskoslovensti Letci na Letounech D-520" 2 pages including 3 photos and table of 'kills' achieved by Cz. pilots flying D-520. "Monografie: Swordfish (Part 2)" 3 pages including 4 photos and 1/86-scale 3-view drawings of Mk.1. "Letadla 39-45: Blackburn B-20" one page including one photo and 1/273-scale 3-view drawing. "Co Noveho" 1/2 page including one photo and small 3-view drawing of SAAB JAS-39 Gripen. "Z Archivu" 1/2 page including one photo and small 3-view drawing of Faner-2. Color side-view drawings of Morko-Morane, CAO-600, Airabonita, SABCA S-47, and Blackburn B-20.

16/87 (44 pages) "Male Letectvo: D-520" 2 pages including 3 photos and color 4-view drawing. "Letadla 39-45: Grumman G-21A Goose" one page including 2 photos and 1/150-scale 3-view drawing. "Monografie: Swordfish (Part 3)" 3 pages including 5 photos and 1/86-scale drawings of Mk.II, III, & IV. "Z Archivu" 1/2 page including 3 photos and small 3-view drawing of Bellanca Model 29-92.

17/87 (44 pages) "Male Letectvo: Jak-3" 3 pages including 4 photos, 1/72-scale drawings, and 5 color side-view drawings (one in French markings). "Letadla 39-45: Farman NC-223.4" one page including 2 photos and 1/300-scale 3-view drawing. "Monografie: Metodej Vlach" 3 pages including 6 photos and 1/58-scale 3-view

drawings of pre-WWI Russian aircraft. "Z Archivu" 1/2 page including one photo and small 3-view drawing of Bucker Bu-134. Photos: Cz. Mi-17.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn 0 (01) 12 94 51; 4 issues for 70 Dkr surface, 80 Dkr airmail).

#37 (30 pages) "Avia S-199: Israels Forste Jager" 2 pages including one side-view drawing.

ENGLAND

MAGAZINE (Neil Robertson, 16 Green St., Greasbrough, Rotherham, South Yorkshire, S61 4EF, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

2/87 (32 pages) "Luftwaffe F-4F Camouflage Schemes" 10 pages including 5 b&w photos, 5 color photos, and 4 pages of camouflage schemes. "Belgian Harvards" 3 pages of drawings reprinted from KIT. "Danish Dynamite" one-page drawing of RDAF Draken in red/white color scheme.

7/87 (32 pages) "Argentinian Falklands-War A4 Skyhawks" 9 pages including 3 photos, 7 side-view drawings, and complete details for modeling both Air Force and Navy aircraft. "Boeing B-17C/D" 3 pages including 1/72-scale drawings for converting existing kits to earlier version. "T-2C Buckeye" 4 pages with 10 side-view drawings (2 Venezuela and one Greek - with top view). "Indian MiG-21s" 2 page reprint from APMA with a page of side- and top-view drawings. "MiG-21MF" a 2-page 1/72-scale 4-view drawing reprinted from IPMS/Italy.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

Nov. '87 (24 pages) "Sketch Pad" one page on SAAB 105 '5-99'. "Suez Surveillance" 2 pages including 8 side-view drawings of early Egyptian aircraft (Wessex, Lysander, Audax, Gladiator, Anson, Percival Q6, Gipsy Moth, & Avro 626). "T-6" one page with 4 side-view drawings (Swiss, French, & Portuguese). "Supermarine 508" one page of 1/72-scale 3-view drawing. (Editor's note: PKC is rapidly becoming the premier modeling magazine. This issue contains reviews of 20 kits. This issue reminds me a lot of the old great IPMS-UK Magazine.)

WIND-SOCK (10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY. Four issues per year; Europe £11.00, Australia/NZ \$30.00 AUS/NZ; USA/Canada \$20.00 US from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505)

3/87 (36 pages) "The RAF FE8" 6 pages with 11 photos. "LFG Roland DVI" 4 pages with 13 photos. "Archive" 2 pages with 4 photos of Cz. aircraft (LVG CVI, Fokker DVII, Albatros DII, & Voisin 10). "French National Colours" one page with 2 color chips. "Salamander from Snipe" 5 pages on modeling the Salamander including 5 photos and 1/72-scale 5-view drawings.

4/87 (36 pages) "Nocturnal BE's" 5 pages including 12 photos and 3 side-view drawings of Be-2c night fighters (good source material for using the BLUE RIDER decals sheet). "Albatros DR-I Triplane" 3 pages including 2 photos and 1/72-scale 3-view drawings for converting the Airfix D-V. "The AEG G-IV Bomber" 10 pages including 20 photos, and a small reprint of

1/72-scale drawings available from the publisher. "German Nightbomber Colours" one page with table and 3 color chips. "B. C. Hucks: Part 3" 2 pages including 5 photos. "Archive" 2 pages with 9 photos of Austro-Hungarian Lloyd C-II.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$6.50, add \$1.00 for airmail and \$1.50 for cashing personal check). Last issue received 4/85.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#29 (44 pages) "Jaguar GR 1" 10 pages including 3 color photos, 8 b&w photos of full-scale aircraft, and sketches of for detailing the Airfix kit. "Curtiss H75" 4 pages on converting the 1/48 scale Monogram P-40B into a French H75. "Sikorsky H-4B" 5 pages on scratching building this early helicopter including 1/72-scale 3-view drawing, exploded view of full-scale machine, and a full-page of drawings with templates and construction details. "Le Late 28" 2 pages including 2 photos of aircraft in Spanish service. "EC 4/7 Limousin" 2 pages including side-view drawings of French P-39Q, F8F-1B, & P-63C (the latter in service in Indochina). "Arromanches" 5 pages on the French aircraft carrier with 1/935-scale drawing and large scale drawings of details.

GERMANY

MITTEILUNGEN (IPMS Germany, Oertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

6/87 (30 pages) "Flugzeuge den Achsenmächte" one page with a side-view drawing of Romanian FW-44.

7/87 (30 pages) "PZL P-7" 4 pages with 1/72-scale drawings.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

Last issue received 1/87

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

7/8 87 (92 pages) Photos: Venezuelan Tucano (color) and Peru Tucano. Plastimodellismo: Super Mystere B.2" 3 pages including 5 color side-view drawings (one Israeli).

9 87 (92 pages) Photos: RAAF PC-9 (color); Austrian SAAB 350e; Libyan Mi-24, and Italian CL-215 (color). "The Regia Aeronautica in 1937" 8 pages including 3 photos and "order of battle". "On Dragon's Wings" 8 pages on Chinese civil aviation including 15 color photos and "fleet list". "Plastimodellismo" 3 pages including 6 color side-view drawings (Danish & Israeli).

10/87 (92 pages) Photos: Danish Lynx 'S-249'; Spanish Herrier II; Belgian Alpha Jet 'AT29' (color) and Mirage 5BA 'BA33' (color) & 'BA43 (color); and West German F-104G '20+49' (color). "The Dornier Commuters" 8 pages including 8 color photos (Indian Coast Guard), 4 b&w photos, cut-a-way, and small 3-view drawing. "30 Stormo AS" 8 pages including 9 color photos of Italian Atlantics.

"Plastimodellismo: B-66 Destroyer" 2 pages including 2 color side-view drawings.

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano; 4 issues for US\$ 16.00).

2/87 (36 pages) "The Regia Aeronautica's 1938-1939 Interceptor Competition" 7 pages including 3 photos and three 3-view drawings (Macchi C 201, Fiat G 52, & Avis CO 2). "Armament of Italian Aircraft" 7 pages including 17 photos. "Avia FL 3" 14 pages including 14 b&w photos (one Croatian aircraft), 7 color photos, two 1/72-scale 3-view drawings, and one 1/72-scale 3-view drawing. Photos: Macchi M 18 'I-BAZM', Macchi M 24 'I-BBAP', SIAI S 56 'I-BARR', Aviatik A2 'I-BBDA', & Fokker F.VIIa/3m 'I-BBEE'. Two-page English summary.

MALTA

MODELALD INTERNATIONAL (MAI, 206 Old Bakery St., Valletta; 12 issues Europe £17.55, USA & Canada US\$45.35 airmail, Australia AU\$54).

last issue received 8/87

NEW ZEALAND

SCALE DIMENSIONS (IPMS-New Zealand, c/o Paul Tibbutt, 43 Jilteresa Cres., Bucklands Beach, Auckland; 4 issues US\$10.00)

Last issue received 4/87

POLAND

TECHNIKA LOTNICZA I ASTRONAUTYCZNA (Best obtained by exchange with a friend in Poland.)

Last issue received 1/87

MODELARZ (Best obtained by exchange with a friend in Poland.)

Last issue received 4/86

ROMANIA

MODELISM TEHNIIUM (Rompresfilatelia, PO Box 12-201, Bucuresti, Calea Grivitei 64-66, ROMANIA; one year - 4 issues - \$10.00.)

2/87 (32 pages) "Titanic" 4 pages including scale drawings. "SET 76 pages including 4 pages of 1/32-scale drawings. "Austin Putilov" 2 pages including scale drawings of Romanian armored car. "Intercosmos" 2 pages including scale drawings. "Me-109 Emil" 2 pages including 1/50-scale drawing and one photo of aircraft in post-war Romanian markings. "Ryan NY-P Spirit of St. Louis" 3 pages including 1/45-scale drawings. "MiG-23" 2-page scale drawing.

3/87 (32 pages) "Romanian Pocket Submarines" 3 pages including 6 photos and scale drawings. "Gustav in Romanian Service" 9 pages on the Bf-109G including 3 photos, 2 color side-view drawings, color action painting, 2-page cut-a-way drawing, and 3 pages of 1/42-scale drawings. "Renault 35 in Romanian Service" 3 pages including 4 photos and scale drawings. "Emblemele Avioanelor Romanesti Intre Anii 1916-1921" one page color drawings of 13 emblems and text describing their use. "Jak-52" 2 pages of 1/31-scale drawings. "F-16" 2 pages of large-scale drawings.

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542)

#7 (20 pages) "BAe Hawk" 8 pages including 6 side-view drawings (Indonesia, Finland, & Kenya). "Update" 7 pages including port and starboard side-view drawings of Indonesian

Skyhawk A-4E & F-5E Tiger II and Singapore Skyhawk A-4S1, Hunter FGA.74, & Hunter T.75.

SOUTH AFRICA

AIR AFRICANA (Aviation Society of Africa, PO Box 316, Melville 2109).

3/87 (24 pages) "The Hawker Hartbees - 50 Years Ago" 2 pages including one photo. "Lockheed Constellation" 6 pages including 3 photos of SAA Constellations. "44 Squadron - Its Birth" 3 pages including 2 photos. "Dakotas in Southern Africa" 3 pages including 5 photos. "Homebuilt Aircraft in South Africa: The Interwar Years" 3 pages including 2 photos. "Modelling - SAAF Sabres" 3 pages including one photo.

THE GOLDEN JAW (IPMS Johannesburg, PO Box 186, Honeydew 2040, RSA) (See the REVIEW section of this issue of the SAFO for more details on this new magazine.)

Last issue received #1

SWITZERLAND

VIRUS PLASTICUS (IPMS Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues for Sfr 24).

3/87 (30 pages) "Grumman Tiger" 7 pages including 7 side-view drawings.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00; tax deductible).

12 87 #117 (106 pages) "Wheels" 13 pages including photos and drawings. "Hans Grade and his Airplanes" 8 pages including 8 photos, 3-view drawing, and a translation of the L+K article on the use of Grade aircraft in Czechoslovakia. (Editor's note: Great idea. Let's see more translations.) "Brussels Air Museum" 8 pages including 19 photos and list of aircraft. "Schutte-Lanz D.VI" one-page 3-view drawing. "Santos Dumont 19bis 'Libellule'" 2 pages of scale drawings. "Gropy II" 2 pages including 2 photos and scale 3-view drawing. "Mises R-Planes" one page with small 3-view drawings of 2 aircraft.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

#4 Oct. '87 (64 pages) "Yankee Triplane" 11 pages including 19 photos and 4 pages of 1/55-scale drawings of Curtiss Kirkham 18-T-1 and -2. "Aeronca Model L" 3 pages including 5 photos. "The Last Nardi" 4 pages including 8 photos and one side-view drawing of Nardi FN.305. "Chronology Highlights 1926-1927" 4 pages including 6 photos. "Chicago-Midwest X" 3 pages including 12 photos. "Ford XB-906" 4 pages including 10 photos. "Focke-Wulf FW-56 Stosser" 4 pages including 10 photos.

IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; \$7.00 for mainlanders and \$8.00 for those overseas).

#25 (44 pages) "HANK Tough" entire issue is devoted to Hawaii Air National Guard (HANG) Phantoms and includes 24 photos, drawings of 5 patches, 27 side-view drawings, 5 full-page 4-view drawings (Lizard, Vietnam, Vietnam Wrap-Around, Egyptian, & Air Defense Command schemes), 3 color chips (for Egyptian scheme), kit reviews of F-4C in 1/72, 1/48, & 1/32 scale, and articles by SAFCH member Burl Burlingame on what it is like for a civilian to fly a simulated combat mission in the Phantom. [Editor's Note: Burl writes that IPMS-Hawaii has changed it's emphasis from "outdated chit-chat in several short issues to a few longer issues that cover meatier modelling material". They still intend to publish "about 80 to 100 pages of material per volume (NOT per year)". They are off to a great start with the block-buster issue.]

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 1810 Michael Faraday Dr., Suite 101, Reston, VA 22090; 4 issues \$6.00 for US, \$7.00 all others).

#65 12/87 (16 pages) "Jules Verne's Nautilus Submarine" 2 page modeling article. "A Trio of Tri-Motors: Part 1" 4 pages including 7 photos and drawings of the Ford Trimotors used by Royal Typewriter and Monarch Foods companies. "Getting Out in a Hurry" 2 pages including photos and drawings of B-52 ejection seats. "US Naval Test Pilots School T-38 Talon" a one-page 3-view drawing.

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

"Although I have a rather large library of books and magazines, I still can't afford everything that is available on the small air forces. I wonder if the members would be interested in starting a service whereby we could all exchange xerox copies of this information. For example, if I were interested in the X Air Force and saw a bit of information in the SAFO abstracts in a magazine I don't get, I could write to a member who has the magazine and ask for a xerox copy of the section that interests me. Of course, I would reimburse the member for his copying and mailing costs.

I have complete sets of the following: Airpower/Wings, Air Classics, American Aviation Historical Society Journal, Air International, Air Enthusiast Quarterly; and most issue of RAF Flying review/Flying Review International (from Sept 1953 on) and Air Pictorial (from July 1954 until the present).

I would be glad to help with these magazines. I have them all indexed in my

computer and I can easily find all the bits and pieces. Now that the SAFCH has a computer, maybe a listing of members with their interests could be made available at cost to promote correspondence between members."

Chris Thornburg (SAFCH #175), 4940 Mermaid Blvd., Wilmington, DE 19808

(Editor's note: I'd be happy to coordinate such an effort if there is enough people out there who are interested.)

"I'd like to advertise for any SAFCH member who would like to swap original slides of military aircraft. Most of my collection is US aircraft, but being stationed at NAS Keflavik is increasing my NATO collection. Most NATO aircraft are cargo types, but a few Phantoms, a Dutch Gulfstream in overall dark sea grey code F-330, and a silver Aeronaval Nord 262 have been here in the last few months."

Scott Van Aken (SAFCH #755), NAS Keflavik Box 16, FPO NY, 09571-0316.

AUSTRO-HUNGARIAN LOZENGE CAMOUFLAGE

(Editor's note: At the end of a review of the OFH book on the camouflage of Austro-Hungarian fighters, I hinted that information concerning the lozenge camouflage used on so many of these aircraft would be most welcome. Martin O'Connor, SAFCH #366 and author of AIR ACES OF THE AUSTRO-HUNGARIAN EMPIRE 1914-1918, wrote that he had discussed lozenge camouflage in his series on "Markings and Camouflage of Austro-Hungarian Aircraft in World War I" that has been appearing in CROSS & COCKADE. Lozenge camouflage is mentioned in Part 2 (Vol.17 NO. 2 1986) while most of Part 3 (Vol.17 No.3 1986) is devoted to this subject. Marty has graciously given permission for us to reprint the relevant parts of these articles. Dr. O'Connor has also written the instructions for decal sheet #13 "K.u.K. Tarnstoff 1917-18" by Americal/ Gryphon. See review of these decals elsewhere in this issue.)

One of the most widespread camouflage patterns in the history of the LFT (Luftfahrtruppe - Army Air Service) began to be used in November 1917 and was still being applied to aircraft as late as September 1918. This was the pattern of multicolored hexagons (lozenges) known commonly, but unofficially, as schachbrettartige Schutzanstrich (chessboard-style protective coloration). The pattern consisted of multi-colored parallel-sided hexagons of various sizes and configurations, hand-painted on top and side surfaces and rarely on undersurfaces. The application of this pattern was widespread, particularly in the various series of Aviatik DI (Berg) fighters, both Aviatik-built and license-built. Although it is impossible to prove this with the existing documents, it is almost certain that so widespread an adoption of a camouflage scheme was under the direction of the kuk (kaiserliche und koenigliche) Fliegerarsenal. The reasons for choosing such a camouflage scheme and directing that it be used so extensively are difficult to ascertain. There was nothing magical about its concealment properties and the effort required to render the pattern on a given aircraft was formidable. Almost invariably, the hexagons were meticulously laid out and precisely hand-painted - by the hundreds! In an empire struggling for lack of skilled factory workers, the investment of time in applying lozenge camouflage was monumentally absurd.

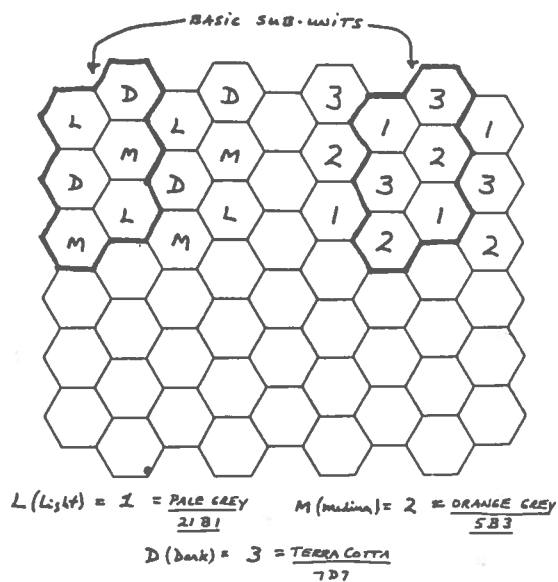
LOZENGE CAMOUFLAGE

The use of this pattern in the LFT began in November 1917, possibly inspired by experiments with German-style printed lozenge fabric in the summer of 1917. (Footnote 1) Use of this pattern on Aviatik DI fighters began in the spring of 1918. This pattern consisted of hand-painted multicolored hexagons, or "lozenges", grouped into generally lighter and generally darker bands 3 to 7 hexagons wide. The hexagons were usually applied to top and side surfaces and only extremely rarely to undersurfaces.

The exact colors of the lozenges is questionable on each individual aircraft, but most likely consisted of different groupings of a fairly standard selection of colors. The only known surviving aircraft painted in actual

lozenge colors is the Knoller CII(Lo) 119.15 which is on display in the National Technical Museum in Prague. On this aircraft, three fairly well defined patterns of color repetition are identifiable. One pattern (Lozenge Diagram I) constitutes the lighter bands of lozenges found on the fuselage and uses Pale Grey 21B1, Terra Cotta 7D7, and Orange Grey 5B3 for its colors. (Footnote 2) The second pattern (Lozenge Diagram II) is used for the darker bands of lozenges on both the fuselage and wings of the aircraft and Terra Cotta 7D7, Olive 3F6, and Prussian Blue 21F7 are its colors. The third pattern (Lozenge Diagram III) is used in the lighter lozenge bands of the wings and its colors are Orange Grey 5B3, Terra Cotta 7D7, Olive 3F6, and Blue 21B6. The tailplanes are covered with a random pattern of many of the above-mentioned colors. Finally, in quite small numbers and in random distribution on the tailplanes and in the light and dark fuselage bands are scattered lozenges of Pale Turquoise 24A3 and Greyish Blue 23B4. The undersurfaces of the aircraft are free of lozenges.

One cannot say, of course, that all or even most lozenge-camouflaged aircraft were painted exactly as Knoller CII(Lo) 119.15 was. The colors used on 119.15 were part of what was probably a reasonably small selection of colors used for such patterns. What has been most remarkable in my study of large numbers of photos of lozenge-camouflaged aircraft is that in the vast majority of cases there is manifested the same relationships among the dark-value, medium-value, and light-value lozenges in each type of lozenge band that are illustrated in Lozenge Diagrams I and II. The



LOZENGE DIAGRAM I: Light Fuselage Bands. The exact colors are those of Knoller C.II(Lo) 119.15 in Prague. The relationships illustrated among light, medium, and dark values were quite widespread in LFT lozenge camouflage practice. (Author's drawing)

repetition patterns are the same. Finally, while aircraft 119.15 used the four-color pattern shown in Diagram III for its lighter wing bands, LFT aircraft, in general, much more commonly used a three-color repetition pattern for their lighter wing bands, essentially the same as those shown in Diagrams I and II.

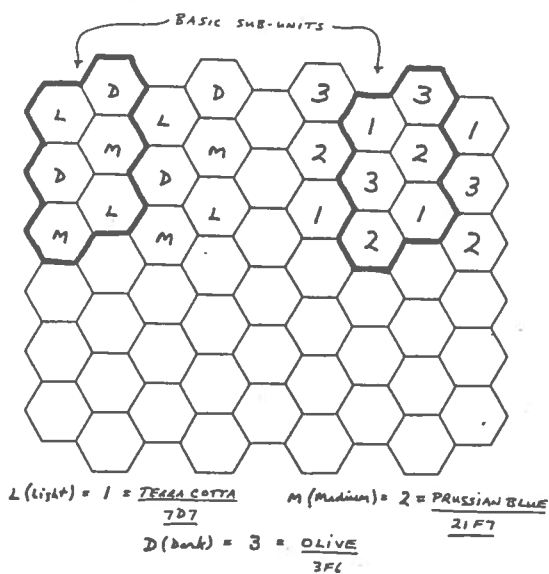
The uses of the three basic patterns illustrated in Lozenge Diagrams I, II and III vary in two main ways. These are: 1) Band Width - the lighter and darker hexagon groupings or bands varied in width from three to seven hexagons. 2) Orientation - each of the three patterns could be used in the "neutral" orientation as illustrated in the three Lozenge Diagrams. They could also be applied by taking the basic patterns and rotating them clockwise or counterclockwise, most commonly 30 degrees in either direction. The failure to understand this procedure is the cause of most difficulties in 'reading' lozenge patterns from photographs. It is most natural to attempt to read the pattern straight vertically or straight horizontally. When this is done without realizing that some degree of rotation of each pattern may have taken place, then all sorts of new and strange patterns are created by the viewer! When difficulty is encountered, one should rotate the photo clockwise or counterclockwise until the pattern becomes manifest. One final note on this topic is that the degree and direction of rotation (e.g. 30 degrees clockwise) of the different patterns on the same aircraft were commonly the same. This was not always so, however, and analyzing the patterns on a given photo requires analyzing the rotation of each pattern separately.

Another consideration on lozenge-camouflaged aircraft is that of "interfaces". The interfaces between bands of lozenges consisted of generally straight lines of necessarily serrated (saw tooth) character because, of course, they represent a line of

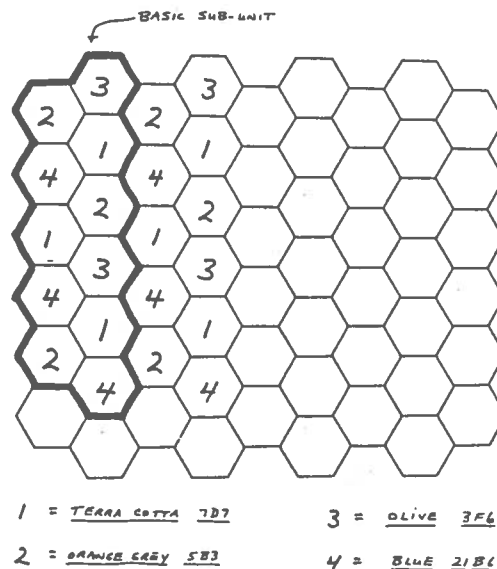
interfacing hexagons. On the fuselage, these interfaces could be oriented vertically or slanted (staggered) to the left or right of vertical (commonly by 30 degrees). (Lozenge Diagram IV). On the wings, the interfaces could parallel the chord of the wing or be slanted (staggered) to the left or right of the chord (commonly by 30 degrees). It is of paramount importance to realize that these interfaces merely represented the boundaries between lozenge bands and had nothing to do with the orientation of the hexagon pattern within each lozenge band. The orientation of the pattern within each band is a quite different matter and has been discussed in the preceding paragraph.

On the vertical tail surface (fin and rudder), the pattern and orientation of lozenges tended to follow the practices employed on the fuselage of the same aircraft. Exceptions to this rule were unfortunately not uncommon.

On the horizontal tail surfaces (horizontal stabilizer and elevators), the pattern and orientation of lozenges tended to follow the practices employed on the wings. Exceptions to this rule were also unfortunately not uncommon.



LOZENGE DIAGRAM II: Dark Fuselage and Wing Bands. Again, the exact colors are those on aircraft 119.15, while the depicted interrelationships among light-medium-dark lozenges apply to the great majority of LFT lozenge aircraft. (Author's drawing)



LOZENGE DIAGRAM III: Light Wing Bands. The exact colors and pattern are those used on aircraft 119.15. Much more commonly, however, the light wing bands on LFT lozenge aircraft would consist of light-medium-dark repetition patterns such as those illustrated in Lozenge Diagrams I and II. (Author's drawing)

AVIATIK (BERG) D.I

The Aviatik DI has been chosen as the aircraft type to be discussed because the development of its camouflage is a fairly good microcosm of such development in the LFT in general.

With the data presently available, it is possible to document the use of lozenge camouflage on the 'Berg' fighters produced by Aviatik, Lohner, WKf and Thoené & Fiala. As might be expected, the appearance of the hexagons varied considerably among these four factories.

1) Aviatik: The hexagons are 'squarish' in appearance, the result of their being essentially equilateral (all sides the same length). On the fuselage and vertical tail surfaces, they were applied vertically (i.e. 'on their points') or horizontally (i.e. 'on their flats'). On the wings and horizontal tail surfaces, the hexagons were painted with their 'flats' or with their 'points' facing the leading and trailing edges.

2) Lohner: Two distinct types of lozenges are seen: (A) Squarish, equilateral hexagons, painted vertically on the fuselage, fin, and rudder, and with their points facing the trailing and leading edges of the wings and horizontal tail surfaces. (B) Small, oblong hexagons painted horizontally on the fuselage, fin, and rudder and with their points facing fore and aft on the wings and horizontal tail surfaces.

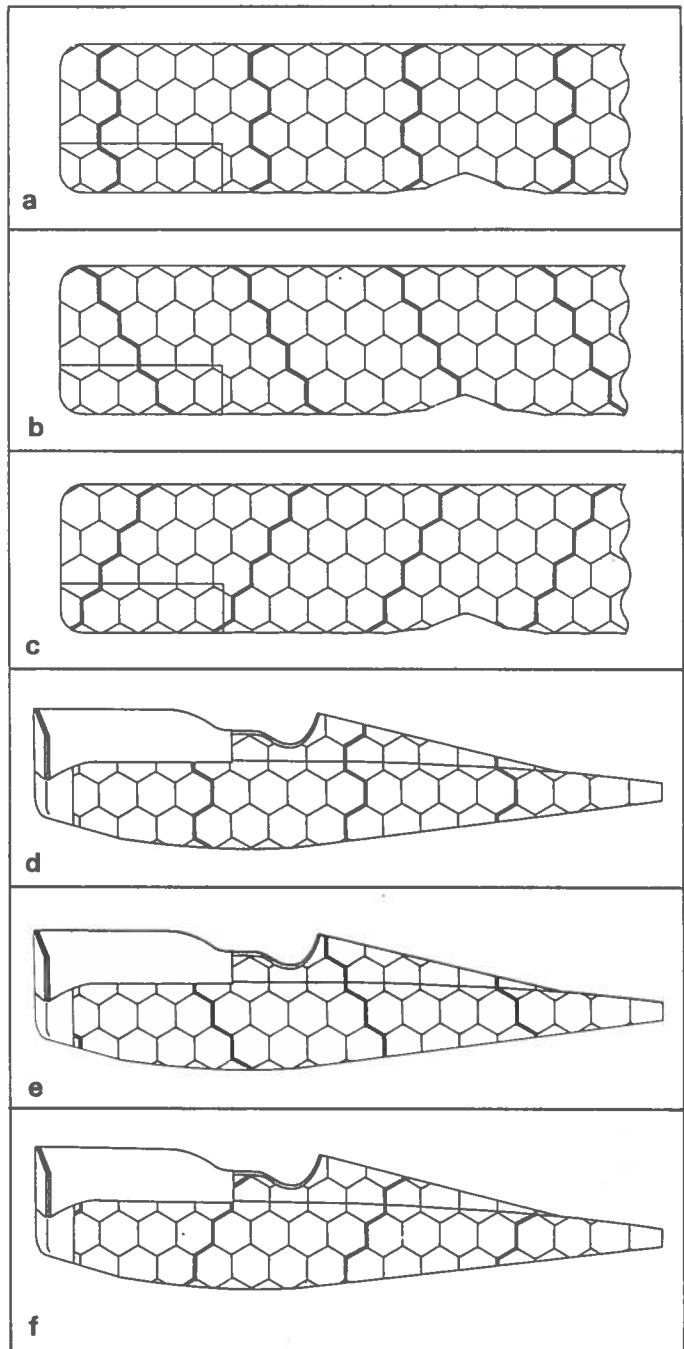
3) WKF: The standard lozenge used by WKF was large and slightly oblong. On the fuselage, the hexagons were characteristically applied obliquely from the top fore to bottom aft (a WKF trademark), while on the wings the points of the hexagons faced the leading and trailing edges. Much less commonly, the oblong lozenges were vertically or horizontally oriented on the fuselage.

4) Thoene & Fiala: The lozenges were large and squarish (equilateral) and were applied vertically on the fuselage, fin, and rudder. On the wings and horizontal tail surfaces, the flats or the points of the hexagons could face fore and aft. A sidelight to the Thoene & Fiala lozenge story consists of two Aviatik DI(Th) aircraft serving with Flik 9J in July 1918. Their camouflage included standard Thoene & Fiala lozenges in the dark lozenge bands, but in the areas normally occupied by the lighter lozenge bands, there is instead heavy splotching of one or more colors of dark paint. These aircraft included serial number 101.19.

Primary data available to me concerning colors actually used on Aviatik DI fighters in lozenge finish is limited to the following: 1) A set of six fabric samples from the Rodney Gerrard collection, labelled 'hand-painted hexagon fabric from a captured Austrian Berg Type scout. Fuselage and rudder were painted in darker colours'. Four of these brush-painted samples are from the upper wing and are each painted a single solid color. The colors are: Greyish Blue 21D5, Orange Yellow 4B7, Terra Cotta 7D7, and Dark Turquoise 24F4. The other two samples are taken from the rudder of the same aircraft and are each painted a single solid color. The colors are: Dark Brown 7F5 and Dark Turquoise 24F3. 2) Data published in several places by color and camouflage authority Ian Huntley includes a total of 12 colors used in painting Austro-Hungarian lozenge camouflage. These are presumably based on fabric samples, but I have been unable to confirm this personally. The colors are: 'Dark Colors - Prussian Blue 21F6, Dark Maroon 9F6, Dark Sage 29F3, Mauve 15E4, Ultramarine 21E5 and Brown Ochre 6E5. Light Colors - Light Blue 25B5, Pale Violet 14B4, Light Green 28C3, Ochre 4B3, Pink Grey 9B2 and Blue Grey 26B3. 3) A fabric sample from the 'upper surface of tail' of Aviatik DI 138.43 captured 23 June 1918, is solidly painted Dark Green 30F5. (A photo of this aircraft is on page 5 of the Aviatik DI "Profile".)

A final note on Aviatik DI lozenge usage concerns a single crash photo of Aviatik DI(Lo) 115.51 which demonstrates large, equilateral lozenges on the undersurfaces of the horizontal

stabilizers and elevators, while the bottoms of the wings and fuselage are in plain finish. This is one of only two examples known to me of lozenge camouflage on any undersurfaces.



LOZENGE DIAGRAM IV: Lozenge Interfaces. (a) Parallel to chord. (b) Slanted left of chord. (c) Slanted right of chord. (d) Vertical. (e) Slanted left of vertical. (f) Slanted right of vertical. (Author's drawing)

FOOTNOTES

(1) In December 1916, the Germans began to use fabric preprinted in multi-colored polygons for aircraft covering. This fabric had the advantage, among others, of weight reduction when compared to plain linen fabric with the added weight of paint. In addition, as so eloquently stated in the November 1917 report of Flik 12D: 'This after-the-fact coloring by paint suffers from the fact that the applied color easily springs off the surface and takes

the cello layer with it so that in these places the unprotected linen is laid bare.' In the summer of 1917, the textile printing firm Neunkirchner Druckfabriks AG in Vienna was invited by Flars to begin printing camouflage fabric in the German style. In Budapest, the firm of S.F. Goldberger & Soehne soon began to deliver similar fabric to the UFAG aircraft factory. Soon afterwards, UFAG delivered eight Hansa-Brandenburg CI(U) biplanes (serials 369.25 to 369.32) each having its wings covered with this fabric for the purposes of frontline evaluation. In July 1917, the Phoenix factory in Vienna delivered Hansa-Brandenburg CI(Ph) 329.05 and 329.06 with the upper wing of each covered with German-style fabric. Finally, at this time, LFT representatives began negotiating with the firm J. Backhausen & Soehne in Vienna for the purpose of arranging the manufacture of sizable quantities of printed camouflaged fabric on a long-term basis. As we will later see, the pattern of the fabric produced by this company was very lovely and quite different from the pattern of German-style fabric. After the spring of 1918, printed camouflage fabric could be said to have been generally available to those factories which wished to use it, although the quantities were at times less than desired.

(2) The color references correspond to the "Methuen Handbook of Colours" by A. Kornerup and J.H. Wanscher (Eyre Methuen, London, 1978). A cross-referencing of these colors with United States Government "Federal Standard 595a" has not been done since it has been the author's experience that such attempted comparisons are almost invariably approximate, unsatisfactory, and confusing.

PHOTOGRAPHS

(A) Aviatik DI 238.48, delivered March 1918, shown at PERGINE airfield on the south-Tyrolean front. Horizontally oriented lozenges on the fuselage, fin, and rudder. Wing lozenges oriented with their flat sides towards the leading and trailing edges. The interfaces between lozenge bands are vertical on the fuselage while they are staggered to the right of the chord on the wings. Note the data table on the nose. Compare with Lozenge Diagrams I, II, and IV. (Lahner photo via Meindl)

(B) Aviatik DI 238.25, Flik 23D, GARDOLO airfield, south-Tyrolean front, June 1918. Equilateral Aviatik-applied lozenges. Interfaces between lozenge bands are slanted 30 degrees left of vertical on the fuselage and 30 degrees to the left of the chord on the wings (compare to Lozenge Diagram IV). Note, for example, that to correctly "read" the

repetition pattern of lozenges within the light fuselage bands and to compare this with Lozenge Diagram I, the photo must first be rotated 30 degrees clockwise! (Toetschinger photo)

(C) Berg fuselages awaiting destruction by the Interallied Commission, Wiener-Neustadt, 1920. The four fuselages facing the camera demonstrate the two styles of lozenges used by the Lohner factory on their Aviatik DI(Lo) series 115. fighters. Lozenges extending onto the engine panels are a Lohner trademark. The black fuselage bands indicate Flik 60J. Note that, for example, to "read" correctly the lozenge repetition pattern within the dark fuselage bands of aircraft "P" and to correctly compare it with Lozenge Diagram II, the photo must first be turned 30 degrees clockwise! Try it, you'll like it! (Haberfellner photo via Stach)

(D) The WKF factory, Vienna, summer 1918. A large number of Aviatik DI(WKF) fighters on series 84. and 284. are under construction. The large, slightly oblong, obliquely-oriented lozenges are a WKF trademark. In the left background, however, are also airframes that bear vertically-oriented and horizontally-oriented lozenges. Note the stacked wings in the right foreground with their top surfaces painted in "Autumn Leaf Mottle" and their undersurfaces apparently left plain. (Grosz photo)

(E) Aviatik DI(Th) 101.14, delivered June 1918. Note the slightly irregular edges of these hand-painted hexagons, and the subtle variation in tone among the lighter hexagons on the fuselage and lower wing. The engine panels and struts are painted Bluish Grey 23D2. The mixing of styles in the data box stencils was fairly common on Thoene & Fiala products. Note the padded gun butts and, more forward, the ring sight. (Stach photo)

Martin O'Connor (SAFCH #366), 65 Good Hill Rd., Woodbury, CT 06798

(Editor's Note: Dr. Martin O'Connor is presently intensely researching the Italian Aces of WWI and Italian WWI aircraft camouflage and markings. Readers with any pertinent information, no matter how little or seemingly insignificant, are encouraged to contact him at 65 Good Hill Road, Woodbury, CT 06798, USA; or to call collect (203) 263-4923. A book on Italian aces and aircraft camouflage, as good as Marty's book on Austro-Hungarian aces, would be a very significant addition to the literature. Marty deserves all the help and encouragement we can give him, so please help all you can.)

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SAFCH MODEL CONTEST?

(Editor's note: Mario Bartoli wrote a nice letter in which he agreed with most of the suggestion given in SAFO #44 about how to conduct a SAFCH Model Contest. However, he made some constructive suggestions I would like to pass on. (1) Require 3 or 4 photos of the model taken from different angles. (2) Do not limit entries by topic. (3) Judge all entries together using a point system. (4) Provide a certificate to the winner; "... just a sheet of paper to keep as a memory!" I think that these are good suggestions and they should be considered. I will need help in

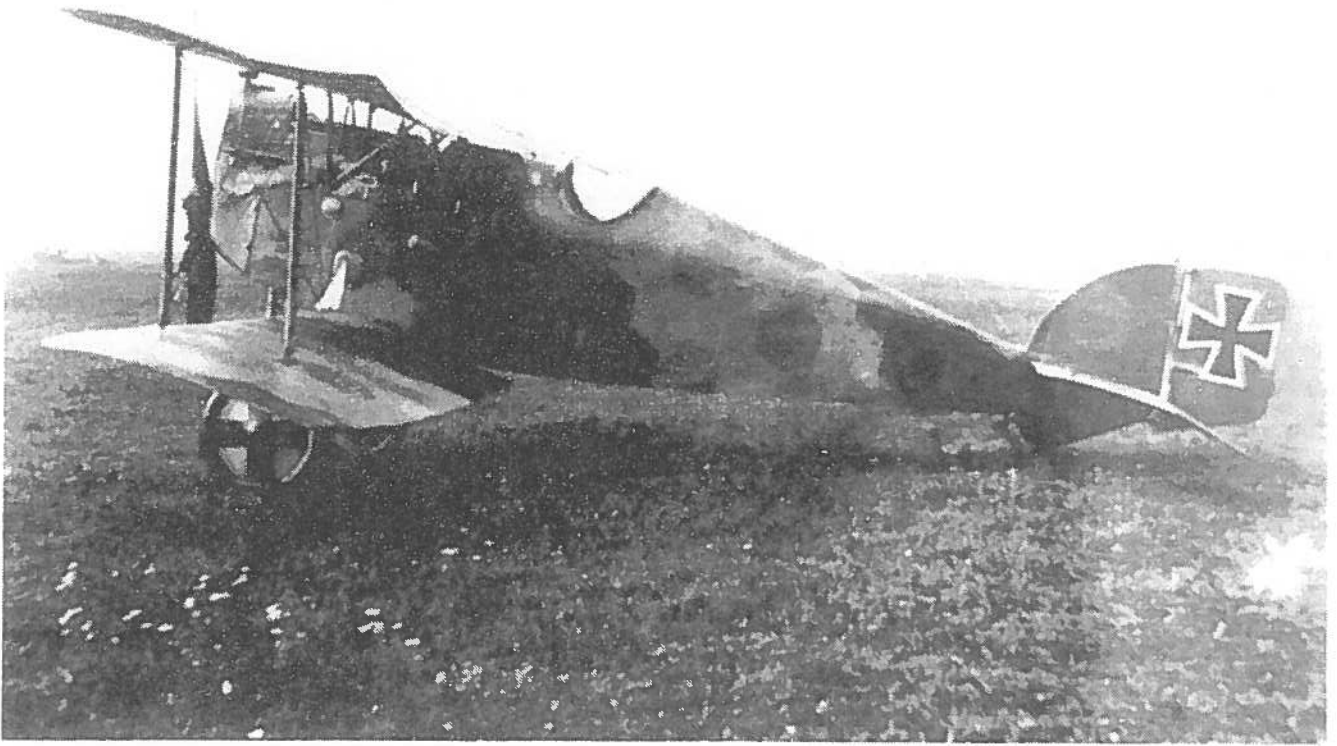
setting up a point system for judging, so I would like to hear from any members who have have knowledge of successful point systems for judging model contests.)

"While talking about models, I once read about the use of the Northrop P-61 by some Latin American air force (maybe Nicaragua or Columbia?) shortly after WWII. Is there anyone who can help me finish my Monogram Black Widow? I would like to know the colour scheme and markings.

"Thanks for your attention. I hope to participate in the first SAFCH model contest."

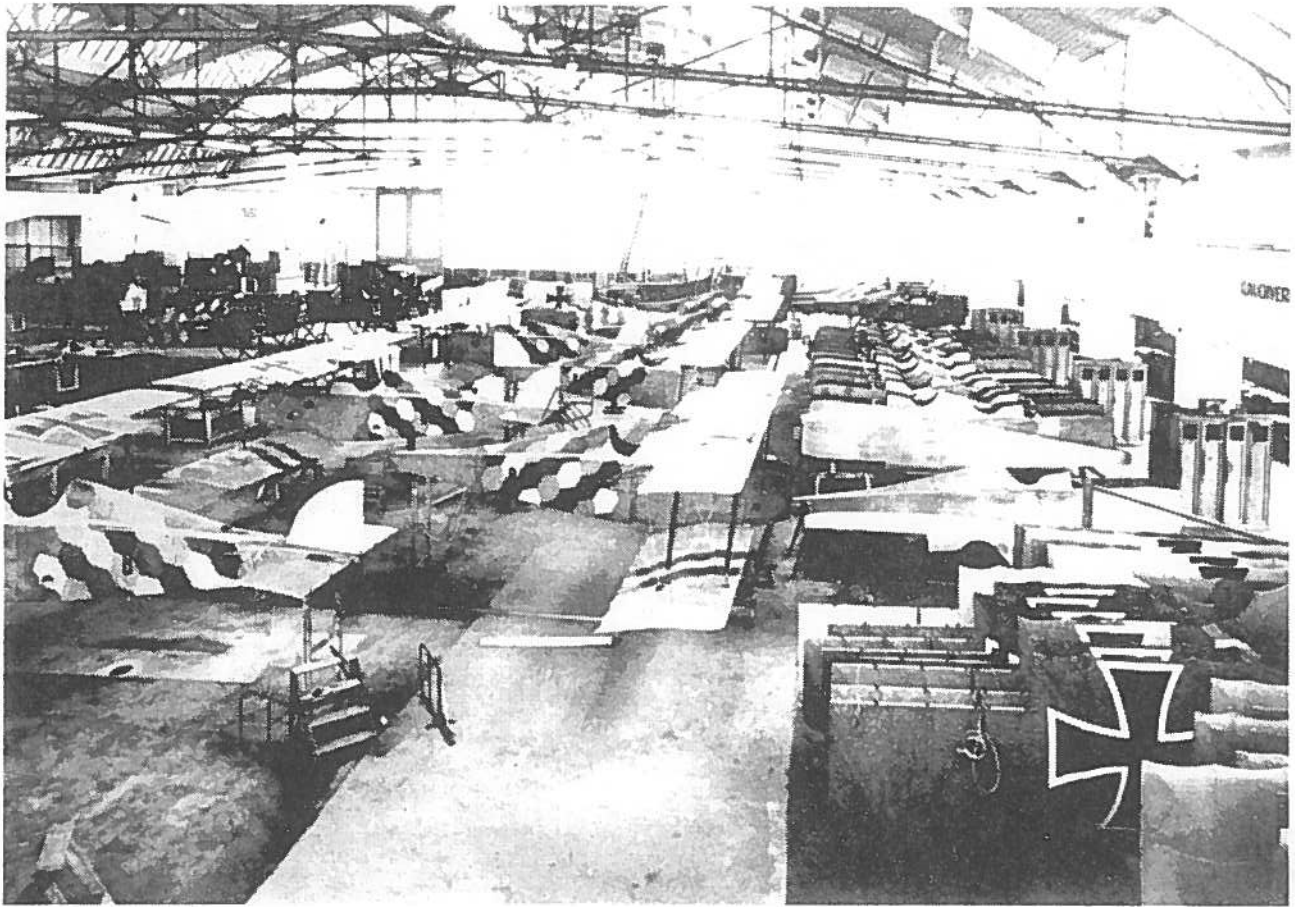
Mario Bartoli (SAFCH #719), Via F. Carnelutti 6, 56100 Pisa, ITALY

B



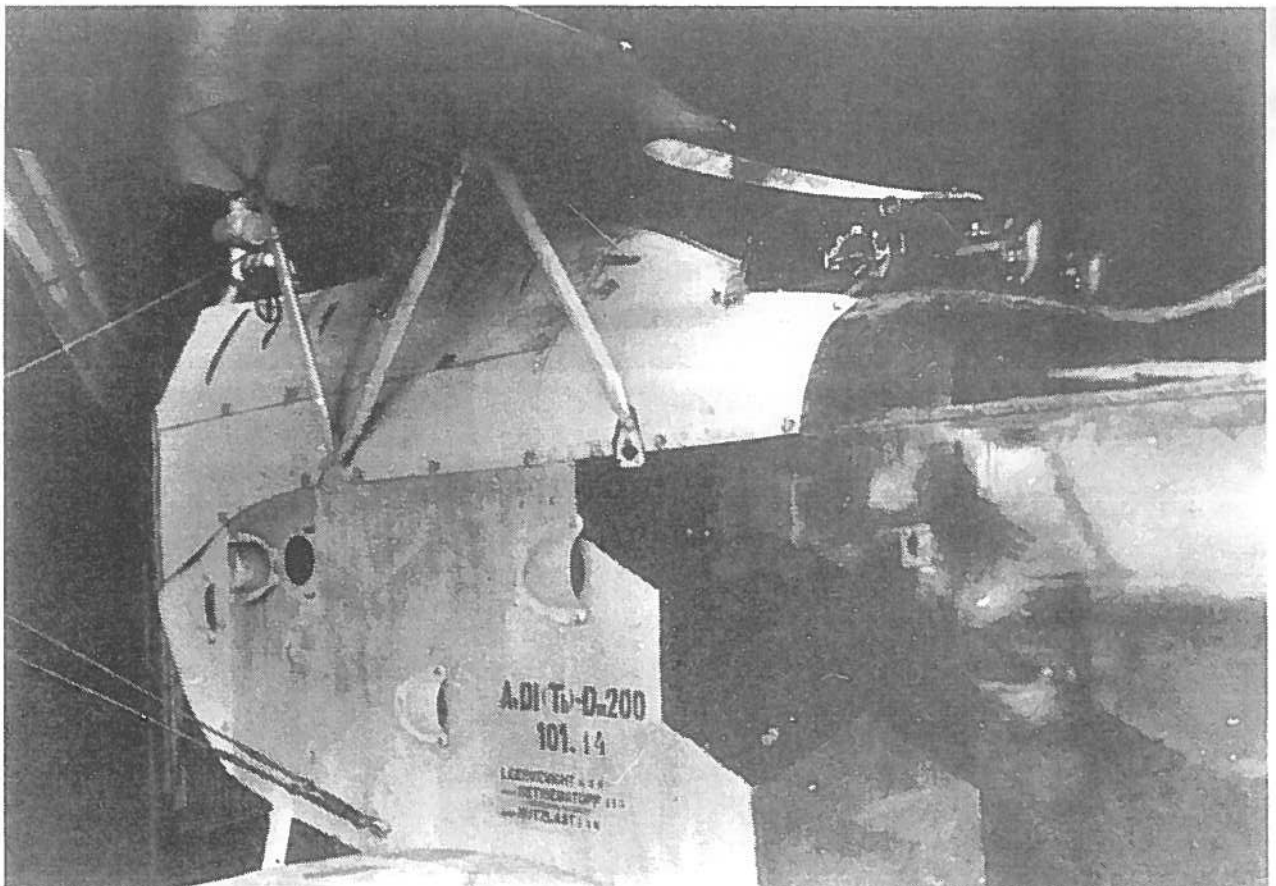
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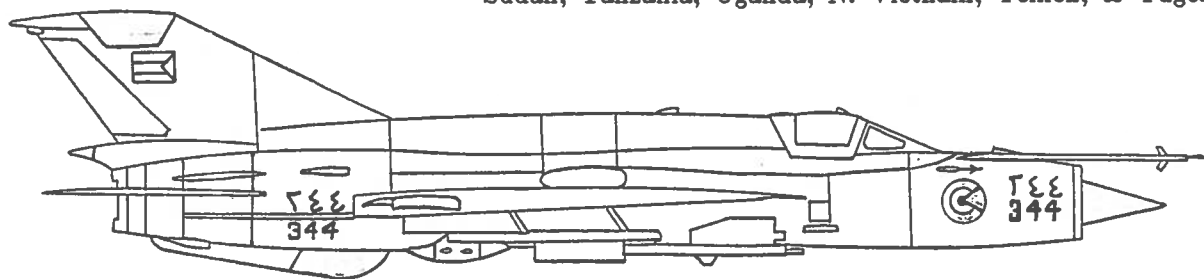
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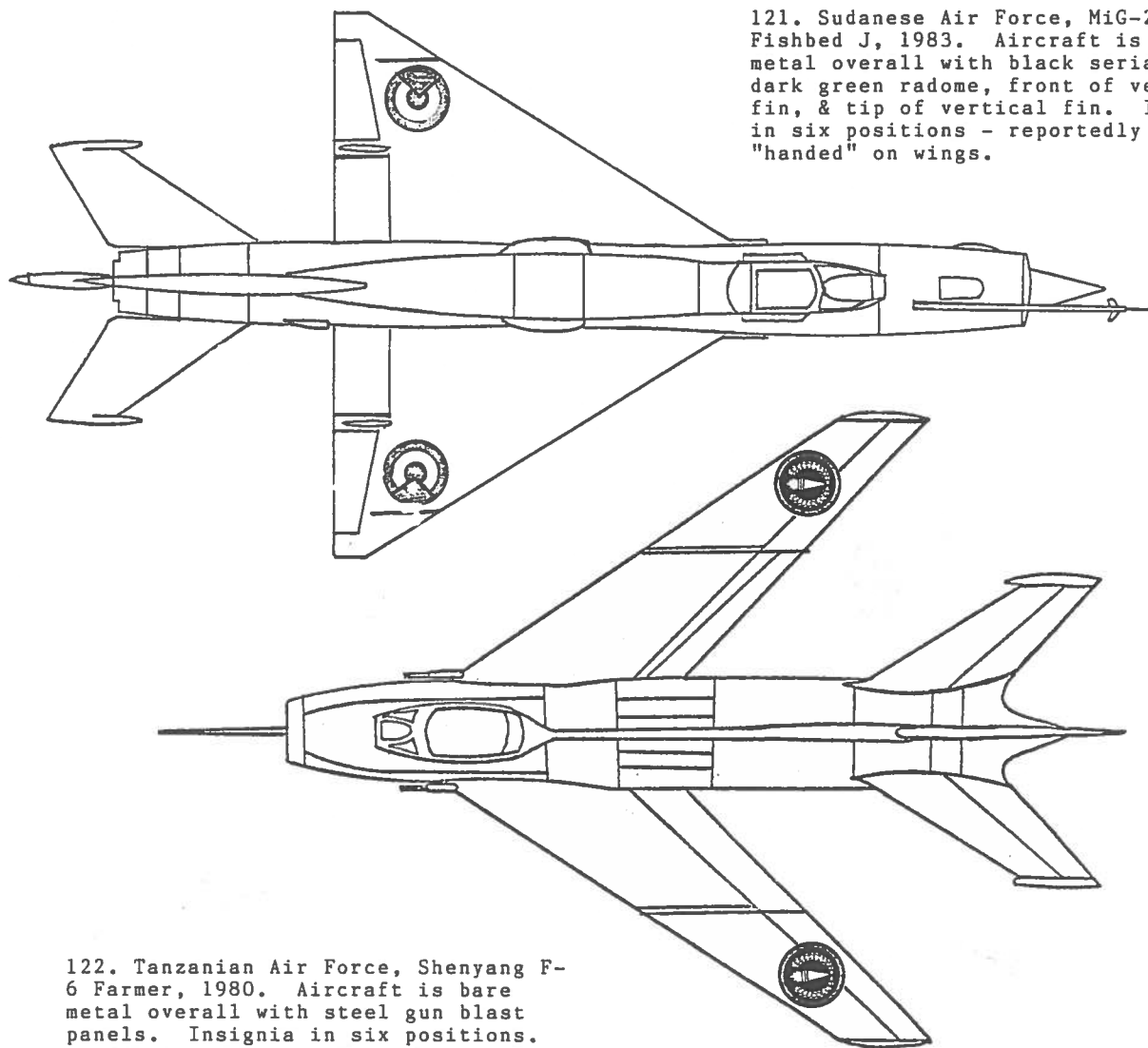


MIG MANIA

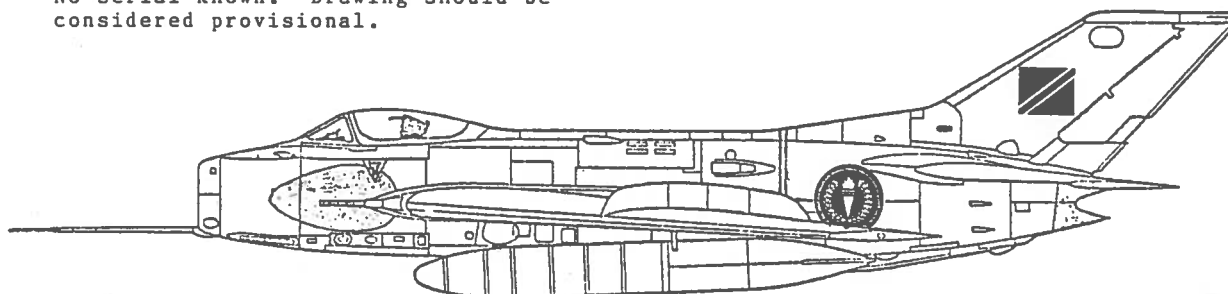
Sudan, Tanzania, Uganda, N. Vietnam, Yemen, & Yugoslavia



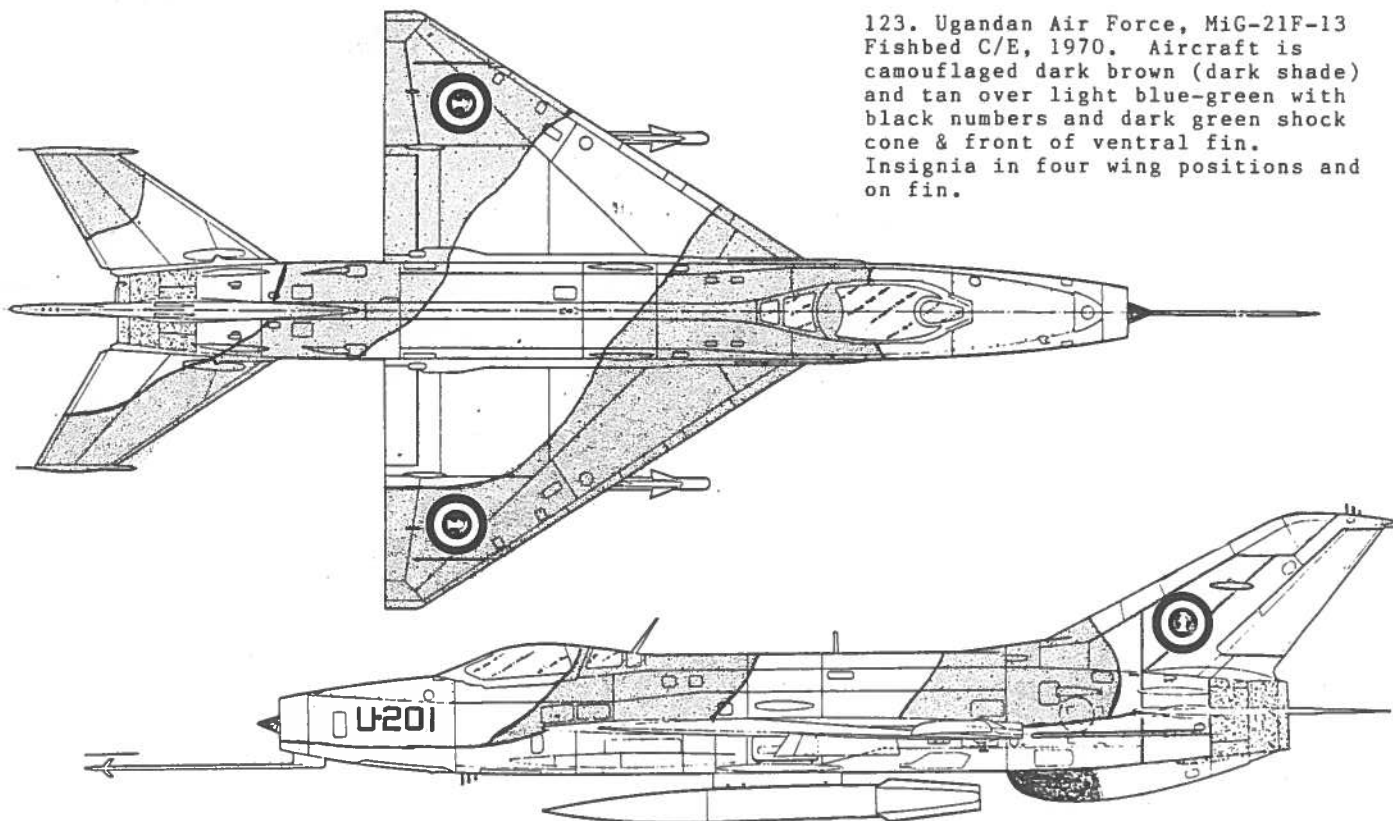
121. Sudanese Air Force, MiG-21MF Fishbed J, 1983. Aircraft is bare metal overall with black serials and dark green radome, front of ventral fin, & tip of vertical fin. Insignia in six positions - reportedly "handed" on wings.



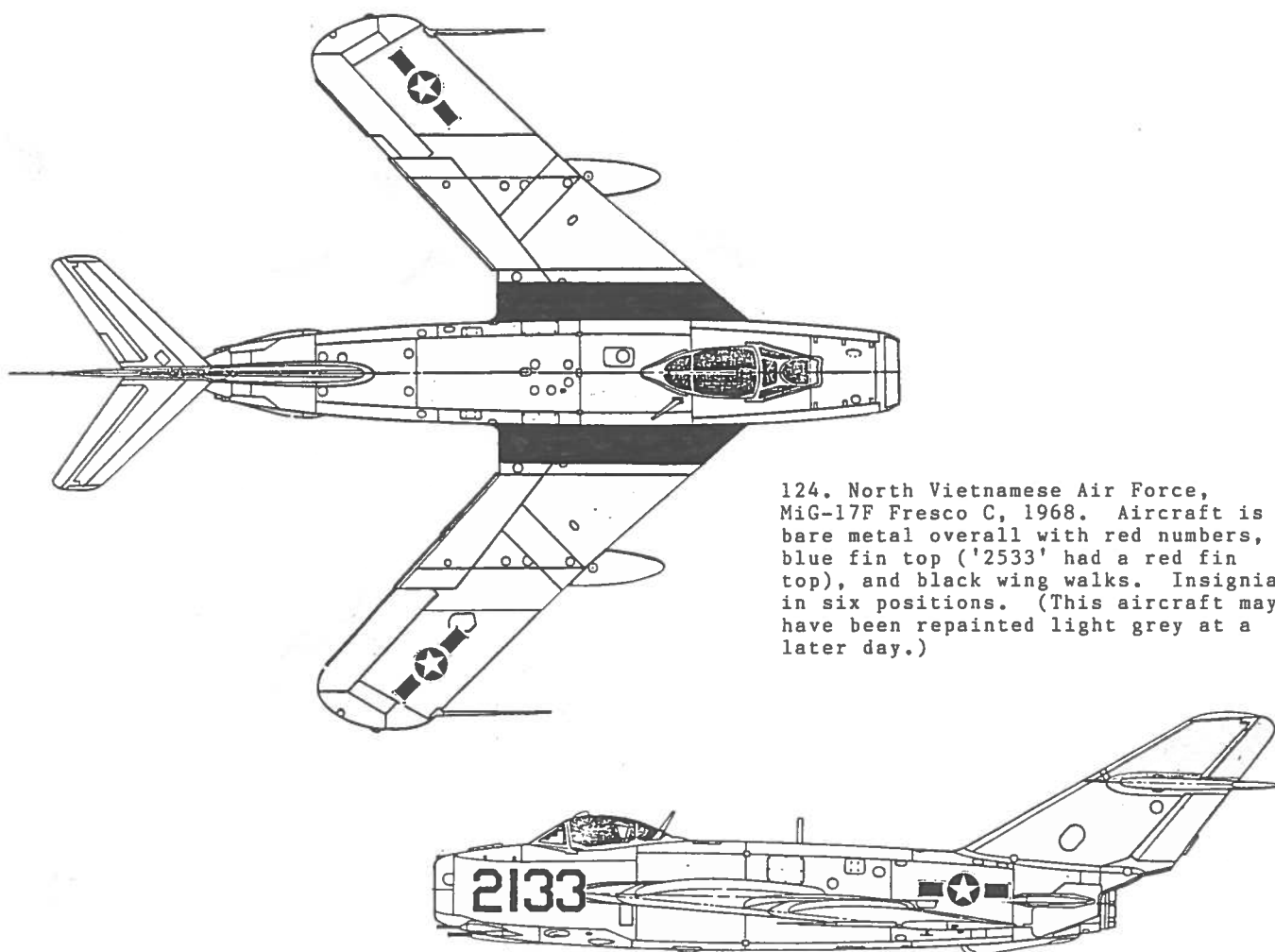
122. Tanzanian Air Force, Shenyang F-6 Farmer, 1980. Aircraft is bare metal overall with steel gun blast panels. Insignia in six positions. No serial known. Drawing should be considered provisional.

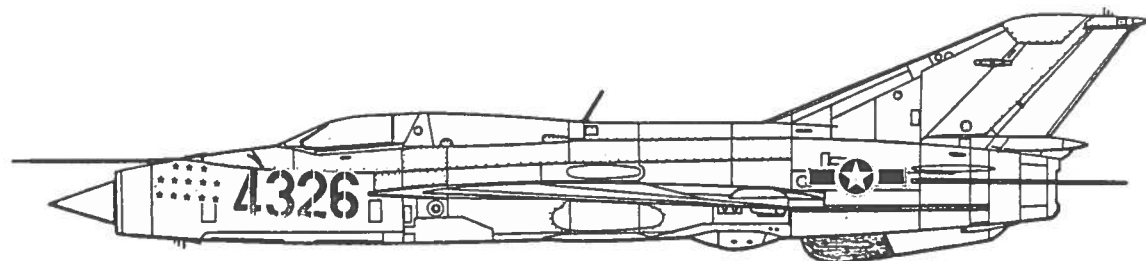


123. Ugandan Air Force, MiG-21F-13 Fishbed C/E, 1970. Aircraft is camouflaged dark brown (dark shade) and tan over light blue-green with black numbers and dark green shock cone & front of ventral fin. Insignia in four wing positions and on fin.

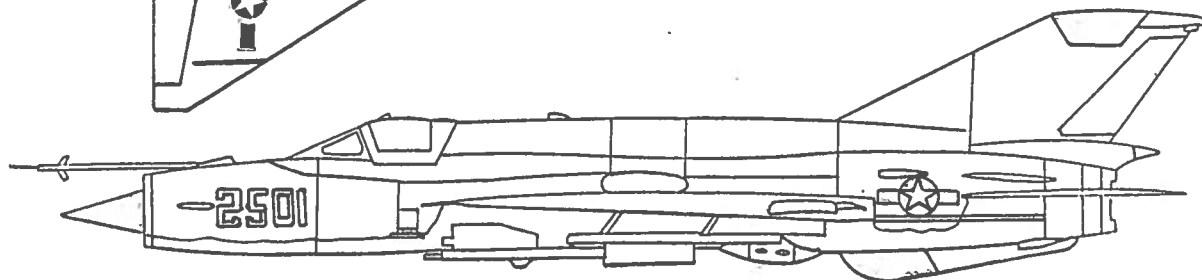
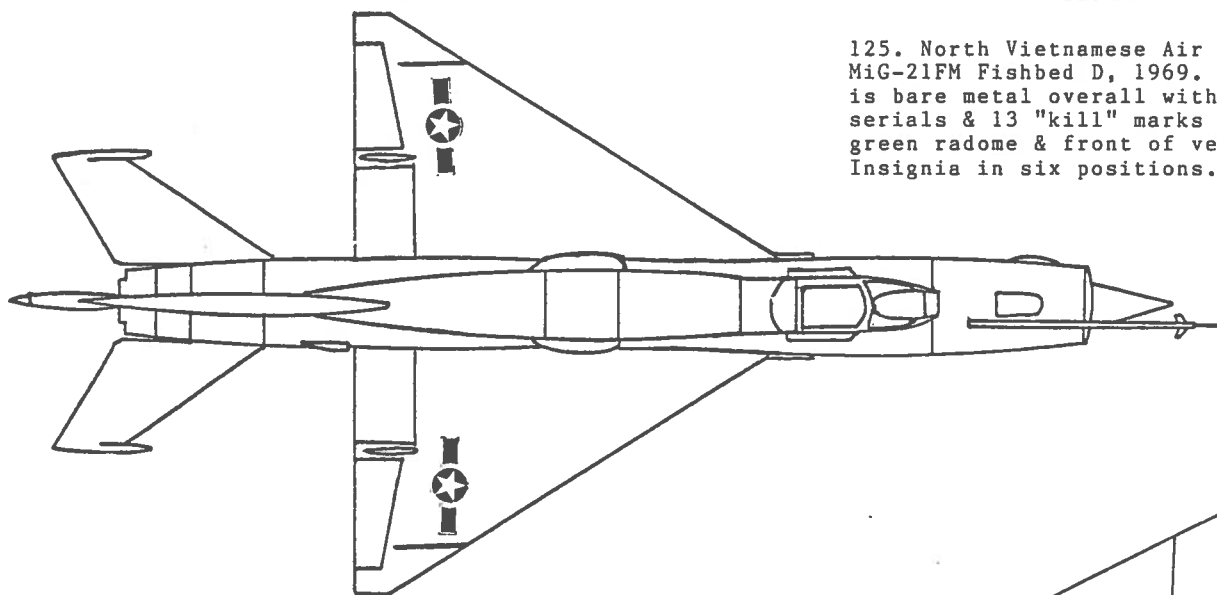


124. North Vietnamese Air Force, MiG-17F Fresco C, 1968. Aircraft is bare metal overall with red numbers, blue fin top ('2533' had a red fin top), and black wing walks. Insignia in six positions. (This aircraft may have been repainted light grey at a later day.)

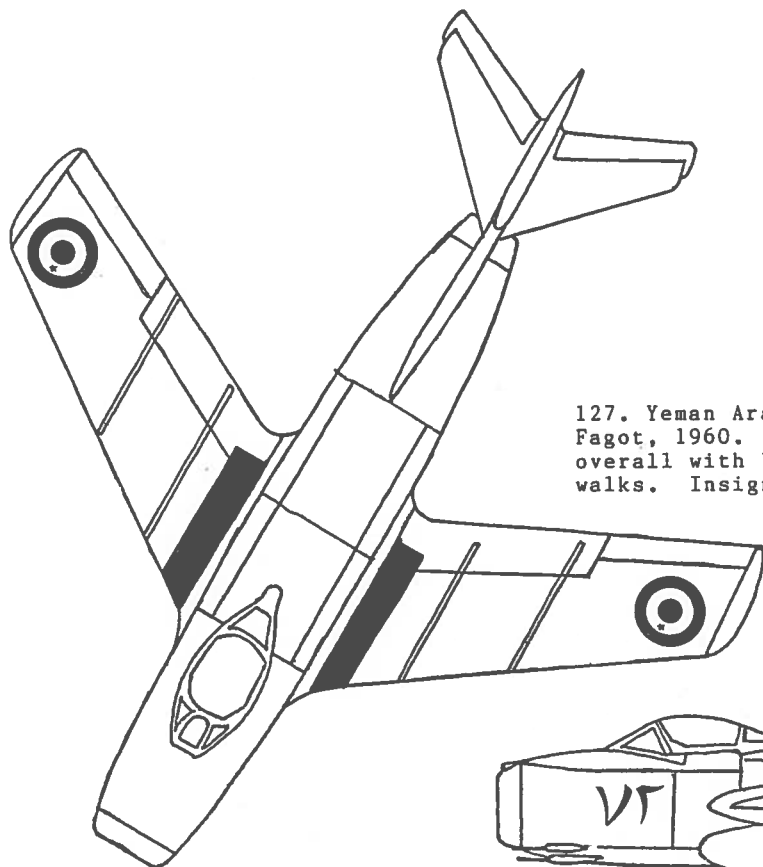




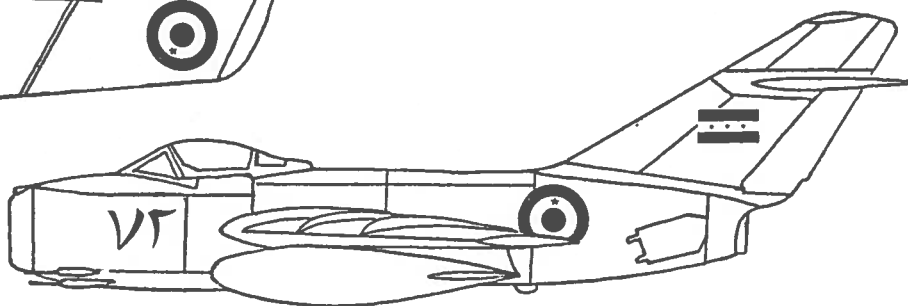
125. North Vietnamese Air Force, MiG-21FM Fishbed D, 1969. Aircraft is bare metal overall with red serials & 13 "kill" marks and dark green radome & front of ventral fin. Insignia in six positions.

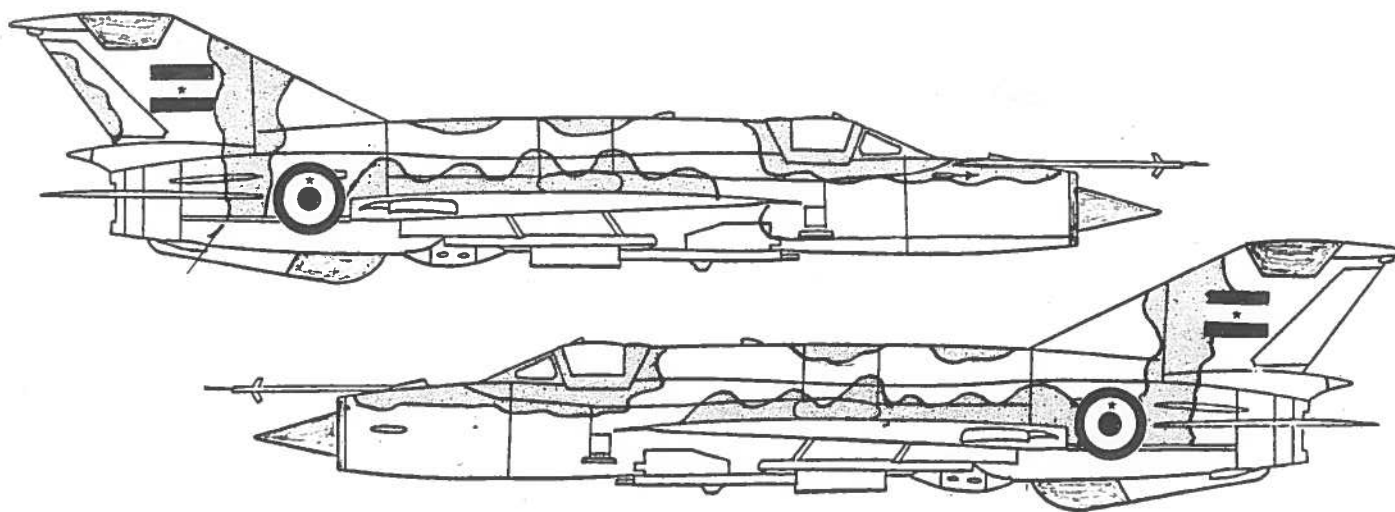


126. Vietnamese Air Force, MiG-21MF Fishbed J, 1983. Aircraft is dark olive green over light grey with red numbers and dark green radome, front of ventral fin, & tip of vertical fin. Insignia in six positions.

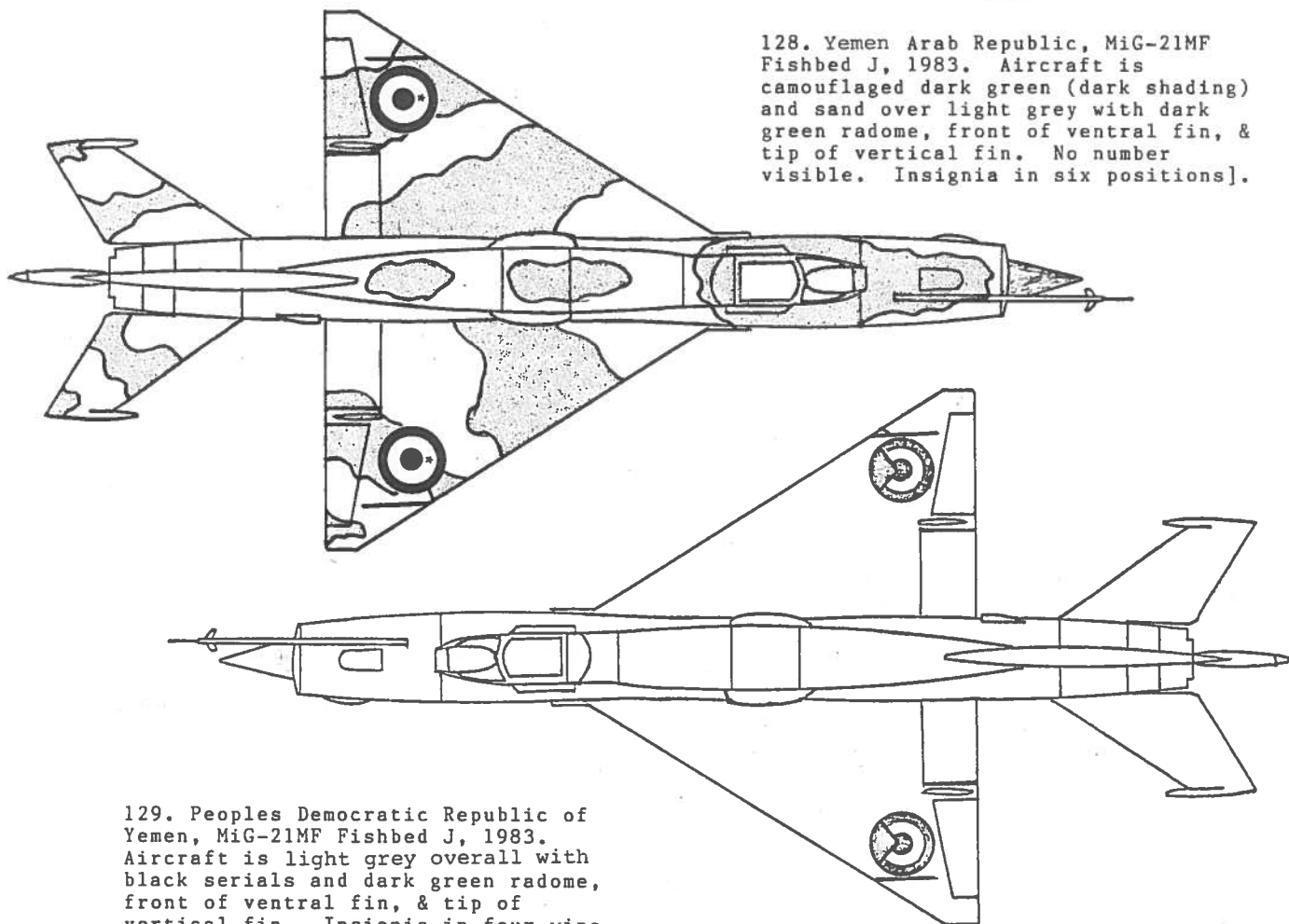


127. Yemen Arab Republic, MiG-15 Fagot, 1960. Aircraft is bare metal overall with black serials and wing walks. Insignia in six positions.

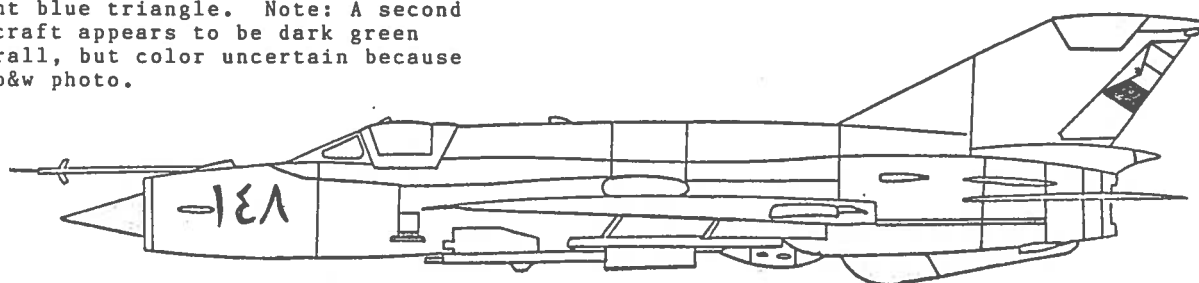


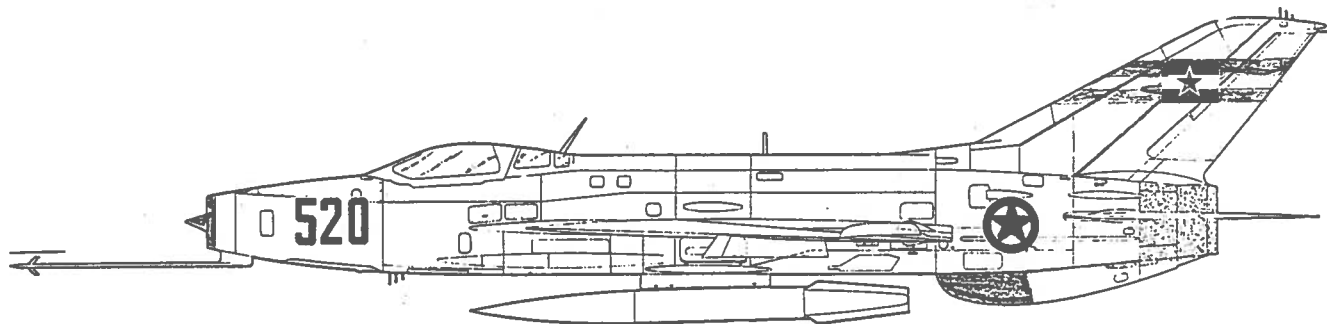


128. Yemen Arab Republic, MiG-21MF Fishbed J, 1983. Aircraft is camouflaged dark green (dark shading) and sand over light grey with dark green radome, front of ventral fin, & tip of vertical fin. No number visible. Insignia in six positions].

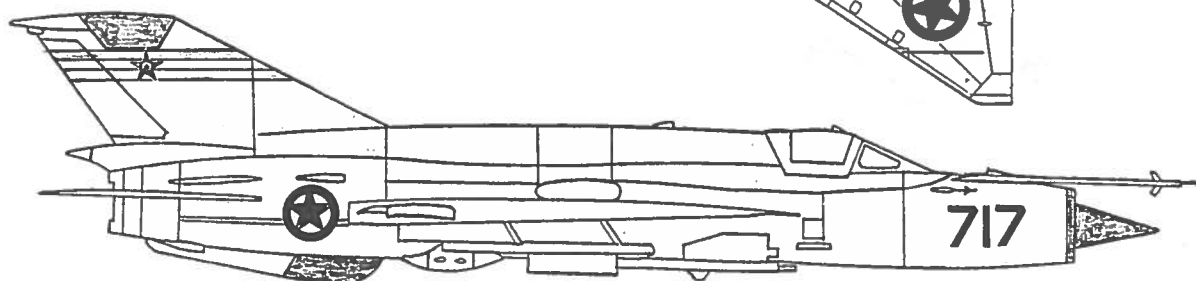
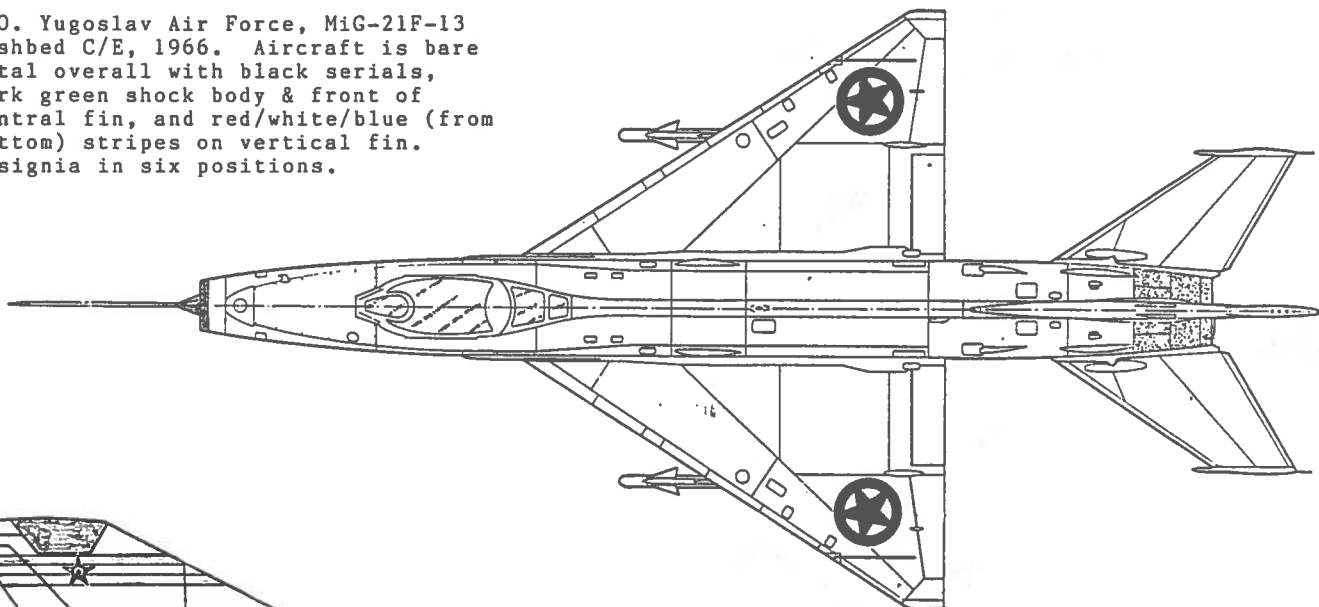


129. Peoples Democratic Republic of Yemen, MiG-21MF Fishbed J, 1983. Aircraft is light grey overall with black serials and dark green radome, front of ventral fin, & tip of vertical fin. Insignia in four wing positions only. Roundel is black/white/red (from inside) with light blue sector. Fin flash is black/white/red (from bottom) with light blue triangle. Note: A second aircraft appears to be dark green overall, but color uncertain because of b&w photo.

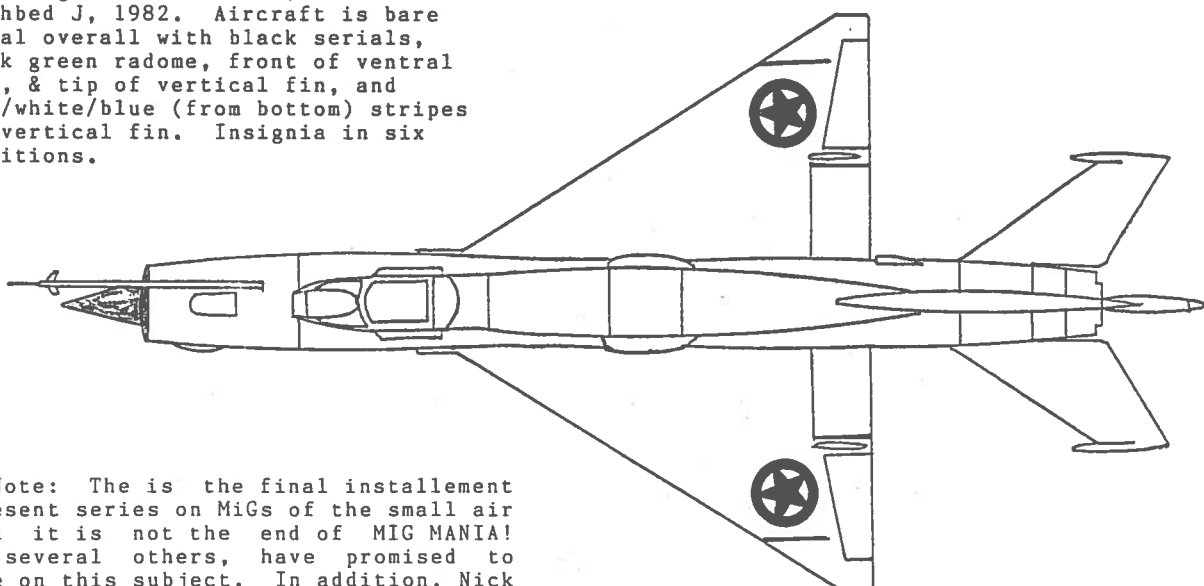




130. Yugoslav Air Force, MiG-21F-13 Fishbed C/E, 1966. Aircraft is bare metal overall with black serials, dark green shock body & front of ventral fin, and red/white/blue (from bottom) stripes on vertical fin. Insignia in six positions.



131. Yugoslav Air Force, MiG-21MF Fishbed J, 1982. Aircraft is bare metal overall with black serials, dark green radome, front of ventral fin, & tip of vertical fin, and red/white/blue (from bottom) stripes on vertical fin. Insignia in six positions.



(Editor's Note: This is the final installment in the present series on MiGs of the small air forces, but it is not the end of MIG MANIA! Nick, and several others, have promised to submit more on this subject. In addition, Nick is planning to do a pair of books on the subject. For information on how you can help, see Nick's letter elsewhere in this issue.)

Nicholas Waters (SAFCH #2), 5509 Darby Lane, The Colony, TX 75056

1/48-SCALE MiG-21 FROM CZECHOSLOVAKIA

MIKOYAN MiG-21, injection-molded 1/48-scale kit from OEZ Letohrad. \$12.00 for SAFCH Sales Service.

"A new company in Czechoslovakia, OEZ Letohrad, has just released its first kit; a 1/48-scale MiG-21 that can be made into any one of three versions - a MiG-21MF, MiG-21bis, or MiG-21SMT. To begin with, let me say that this is probably the best kit of the MiG-21 available in any scale, and it maybe the best kit ever produced in Czechoslovakia. This is high praise indeed, so lets look at the evidence.

"The kit consists of over 100 parts molded in light grey styrene and 8 parts in clear plastic. The quality of the molding is very good although the engraved panel lines and the 'rivets' are a bit 'soft'. The fit of the parts is good so that there is little need for filling and sanding. Built straight from the box, you will have a MiG-21MF, but alternate parts are provided for building either the MiG-21bis or the MiG-21SMT. To built either of the latter, the top spine of the fuselage is cut off and replaced by the appropriate alternate part. Alternate cockpit canopies and windshields for these versions are also provided.

"The kits is well detailed. The interior of the cockpit is nicely done; the ejection seat consists of 8 parts and the instrument panel and side panels are excellent. The wheel wells, doors, and undercarriage are also good, except for the main undercarriage legs which are too simplified.

"Included in the kits is a good selection of external stores: two underwing fuel tanks, one fuselage-mounted fuel tank, two air-to-air AA-2 missiles, two VB-16 rocket launchers, two 250 kg bombs, and two air-to-ground missiles. You put all this hardware onto a single MiG, so if you want to built all the armament selections shown on the instructions, you'll need several kits.

"The instruction sheet is simple and clearly written with a summary of the aircraft history in both English and German as well as Czech. There is no translation of the construction procedures, but the drawings should be self explanatory.

"The decals are very good. So good, that I can say that this is the first Czech kit with a decal sheet that is first class by world standards. Markings are provided for four aircraft: two Czechoslovak MF's, one Finnish - 21bis, and a USSR VVS -21SMT. For the VVS, aircraft numbers 0-9 are provided in both blue and red with the white outline printed separately to avoid problems with registration.

"Color drawings for 4 color schemes are printed on the box; a Czech MiG-21MF in green/brown/light-blue camouflage, a Finnish MiG-21bis in dark-green/light-green/light-blue camouflage, a VVS MiG-21SMT in dark-green/medium-green/brown/pale-grey camouflage, and a Czech MF overall grey. Federal Standard equivalents for most of the colors are included in the instructions.

"The box art is excellent as to be expected since it is the work of J. Velc who is well known for his work for KP. The box itself is rather flimsy, but there is a rigid insert within the box to protect the parts from accidental crushing.

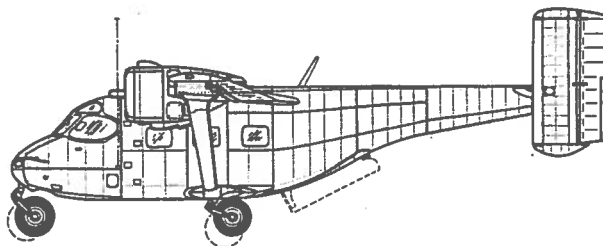
"This is an excellent kit, and one that is a must for everyone interested in Soviet-

designed aircraft."

Vladimir Stepanek (SAFCH #829), Vitezna 1558, 274 01 Slany, CZECHOSLOVAKIA

(Editor's note: A small number of these excellent kits are available from the SAFCH Sales Service. It great to hear about the improved quality of the kits from Czechoslovakia. For more good news from Eastern Europe, read the following review.)

ANTONOV An-14 PCHELKA (LITTLE BEE)



Antonov An-14, 1/72-scale, injection-molded kit by Plasticart (East Germany).

(Editor's note: The following review is reprinted from the November 1987 newsletter of the San Jose Scale Modelers, PO Box 1052, Cupertino, CA 95015.)

"If you just read the country of origin and the manufacturer and do not plan to read this review because we all know the 1/100 plastic shapes in dull, blue & white boxes this company makes, READ ON. With all that mail-trading modelers are doing to Soviet Bloc countries, one of our Monogram kits must have gotten back to this manufacturer for this company has made quantum leaps all in one model. The Let 410 showed 1/100 scale promise with more detail and a delicate quality, but with this An-14, the sleeping giant has awoke.

"This rather odd little twin-radial transport has complete, quality instructions, and everything is done in German, French & English, including a history/dimension/performance section. There are 3 sets of full 3-views for the 3 decal variations, with all colors listed in all three languages again. The decals are complete for all the minor markings and are a vast improvement from earlier Plasticart decals, but they will have to leap another hurdle to match US kit decals as they now compare to old Lindberg-style decals.

"If you are starting to get interested in looking for this kit, please note, if you look for a crude blue & white box, you will never find it. The box has an outer sleeve-over-tray-style construction and is in full-color. The box top has a drawing of the aircraft in flight angle against a cloudy sky. Not old Revell quality, but very nice.

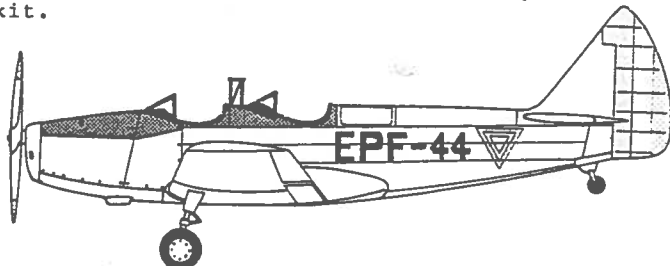
"I count 80 parts in this kit. Many, many of those are small detail parts, e.g. 16 of these are the external hinges for the wings, rudder, elevator, and flaps. There is delicate scribing detail throughout the kit including inner rib detail clear back into the tail where you will never see it again. It has a full 8-piece interior. Very unique is that the cockpit bulkhead is clear, so you paint it except for the window. The interior side windows are integral with the detailed interior walls & seats, all one-piece and clear. NEAT! There are the fold-down stairs for the rear entry, six separate exhaust stacks, radial engines, and more. Do not overlook this kit, Plasticart has come of age!" AW

RESIN CAST CORNELL

FAIRCHILD PT-19 CORNELL, 1/72-scale, resin cast kit; \$17.00. Model-Aire International, PO Box 159, Olema, CA 94950.

MAI is now accepting orders for the fourth kit in their series of resin cast kits. Two of these previous releases, the Yak-11 and the Mi-1, have been favorably reviewed in this column and the PT-19 is by far the best of a very good series of kits.

The model follows the usual pattern for a resin cast kit. The fuselage, wings, and horizontal tail are cast in one piece. A wafer-thin "pancake" contains the remaining parts - vertical tail, cockpit "cover", two seats, two instrument panels, propeller, undercarriage legs, main wheels, and tail wheel. A pair of vacuformed windscreens complete the kit.



The cockpit "cover" mentioned above is a nice touch that needs explanation. The cockpit is molded into the fuselage as a large square-sided bath tub. Into this the modeler will put the seats, instrument panels, and whatever other details he/she desires. Then the cast cockpit "cover" is put on to produce an effect, after filling and sanding, as realistic as any kit with the fuselage molded in two halves.

The quality of the molding is excellent with thin trailing edges to the wings and tail surfaces. This quality carries over to the small parts which, while they are very delicate, should separate easily from the resin "pancake" which is so thin it is transparent. The vacuformed windshields are molded in comfortably thick plastic and are very clear.

The outstanding part of the kit, however, is the surface detail. The representation of the fabric, which makes up most of the surface, and its contrast with the metal panels has to be seen to be believed. The small pits usually associated with resin cast kits are almost totally absent, with only a couple of pits in the fuselage directly in front of the leading edge of the wing. These should be easy to fill.

I have only two minor quibbles with the kit. 1. Because the cowl was molded with the fuselage, the air intakes in the front are rather mushy. It might have been better to have molded this part separately, but this is second guessing. 2. In common with all resin cast kits, there is a mold-parting line along each side of the fuselage, the removal of which will damage some of the surface detail. This is not of a problem with most resin cast kits, but when you lose some of this exquisite surface detail, you will want to cry.

The kit comes with the usual excellent 4-page instruction sheet with 1/72-scale drawings we have come to expect from MAI. The box art consists of a pen-and-ink drawing of a Norwegian Cornell in flight. On the bottom of the box are side-view drawings of a USAAF PT-19A and a Mexican Navy Aviation School PT-19A. No decals are included with the kit.

The Fairchild Cornell is not only an important aircraft in USA aviation history, it also has strong small-air-force connections, having served in Brazil, Canada, Chile, Colombia, Haiti, Mexico, Norway, Philippines, Rhodesia, Uruguay, and Venezuela. I can not understand why the major kit manufacturers have neglected this aircraft, but now we finally have a kit worthy of the prototype. At \$17.00 a sample, you won't be able to build the four or five you might want to build, but you will certainly want to build one.

The review kit, carrying kit registration #4, was provided by MAI. This kit is available for sale through the SAFCH Sales Service.

STAINLESS STEEL WIRE FOR RIGGING

SCALE WIRE KIT, \$3.00 (postage included) from Clay Boyd, 6162 NE 80th Ave., Portland, OR 97218

The most popular materials for rigging biplanes seem to be stretched spru (yuk) and nylon thread (which demands a lot of pre-planning). If you are not completely satisfied with either of these materials, perhaps you should try wire. Clay Boyd (SAFCH #831) is marketing a package that contains ten 10-inch lengths of stainless steel wire (4 pieces 0.008 in. diameter and 6 pieces 0.004 in. diameter). The wire comes with a slight curvature and "for applications requiring long pieces of straight wire, the wire may be straightened by hand to remove curvature". No instructions are given on how to straighten the wire. This is particularly disappointing since I have found this process to be rather tedious and have never been completely satisfied with the results.

For rigging biplanes, the instruction sheet suggests that the wire be cut to length and fixed into pre-drilled holes with gap-filling super glue after the model is painted and the decals are in place. To prevent the longer wires ("more than an inch or so") from sagging, the wire should be glued into the upper hole only so that it is free to move in the lower hole under the influence of temperature changes.

It is also suggested that the wire can be used for grab handles, antennas, and other small items. A conversion table gives the full-size equivalents of various size wires in all the popular scales.

Review sample provided by Clay Boyd. Clay should be complimented for providing a useful modeling product that will cause many modelers to reexamine his approach to one of the more critical aspects of their art. Maybe I should re-rig my 1/48-scale DH-2.

NEW ZEALAND DECALS & CANOPIES

"Just released in New Zealand is a new range of 1/72-scale decals from Tasman Model Decals numbered V7204, 05, and 06. The Ventura range were V7201, 02, and 03, and the instructions credit 'Artwork by Ventura'. Tasman state that they are interested in suggestions for future releases if sufficient information can be provided.

"These decals are not as sharply printed as Modeldecals or Microscale, but they are still good. Roundel centres are printed separately to avoid register problems. Where one colour is printed over another, the first is over size so that no gaps will result if the second

colour is slightly off centre, but this does result in a slight difference in tone. Price is NZ\$9.90. Microscale sheets are about NZ\$8.50 - when you can find any. To celebrate their first releases, each sheet includes a 149 mm by 120 mm sheet of decal paper which has to be given a coat of Microscale liquid decal film before your own design is painted on.

"V7204: Prototype Spitfire K5054. Swiss Bf109C-1 with red and white striped panels. Three Canadian P-51D Mustangs, all natural metal; 424 Hamilton Squadron RCAF with 2 Tigercat badges just in case, although the instructions state that it was probably carried only on the port side; 402 City of Winnipeg Auxiliary Squadron with blue and yellow trim (only one set of national insignia is provided for these two aircraft); and one from the Experimental and Proving Establishment with the red maple leaf on a plain blue circle (no white).

"V7205: Two prototype US Navy F-4A Phantoms in test unit markings; coloured trim and badges only, the rest of the markings to be taken from the kit; use Fujimi F-4B and Falcon vacuform conversion kit. F3H-2M Demon VF-61 USN; badges, serials and trim; use Rareplanes vacuform kit. RF-8G Crusader VFP-306; badges, trim, and camera ports; Hasegawa F-8E and Falcon conversion kit. FJ-1 Fury 'Naval Air Reserve, Weekend Warriors, NAS Oakland Calif.' title only; Merlin kit. F2H-3 Banshee VF-870 Royal Canadian Navy; complete except for NAVY titles; Airfix Banshee and Falcon conversion kit. The instructions for this state that the undersurfaces should be 'Duck Egg Blue', but the article on RCN Banshees in the February 1985 issue of AIRCRAFT MODELWORLD state 'light grey'. (Editor's note: IPMS-CANADA's RANDOM THOUGHTS, Vol. 18 No. 5, specify 'light grey' for a RCN Banshee of VF-871.) Mirage IIID 20CU RAAF; aluminum painted finish with black and yellow striped fin, no national insignia; Falcon conversion kit. F4U-1D Corsair NZ5545, name 'Corsair' applied for an air show; according to NZPAF/RNZAF AIRCRAFT COLOUR SCHEMES Vol. 3 CORSAIR SPECIAL by Warren P. Russell (Aero Products, 1984) this should appear on both sides of the fuselage, but only set of markings is included on the sheet. All other markings from the spares box.

"V7206: FJ-3M Fury VF-91 USN; Falcon conversion kit. Two Vought F7U-3 Cutlass; VC-3 and VF-124; Fujimi kit. Squadron markings for a RAAF 3-Squadron F-18A Hornet; all other markings from the Hasegawa F-18B. Two Cutlass sheets are provided due to problems with some sheets and the fact that only two fin stripes were provided for the VC-3 option. Again mostly unit markings with the more common titles being taken from kits or the spares box.

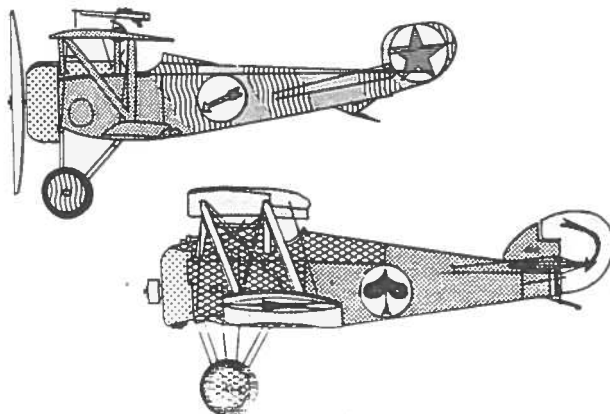
"Falcon Industries have just launched a new series of vac-form canopies to replace over-thick kit items, the first set covers 12 US Navy types (TBM, SB2C, OS2U, TBD, F4F, J2F, F4U-1, F4U-1D, F8F, SBC, SBD, & SOC) in 1/72 scale. The price is NZ\$19.80 (US\$12.67 at exchange rate 87/12/05; about US\$1.00 per aircraft). Future sets are RAF Fighters WWII (1/72); World War II Fighters (1.48); & US Navy 1940-50 (1/72)."

Paul Adams (SAFCH #773), 109 Point Chevalier Rd., Point Chevalier, Auckland 2, NEW ZEALAND

LENIN'S EAGLES

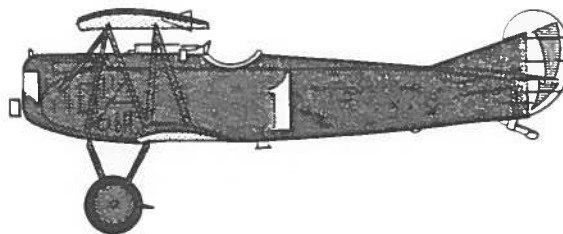
SOVIET AIR FORCE MARKINGS 1917-1923, 1/72 Scale Decals. £2.25 from Blue Rider Models, 43A Glasford St., Tooting SW17 9HL, ENGLAND.

On one 13 cm by 19 cm sheet, Blue Rider provides markings for seven early Soviet aircraft. Aircraft covered are (a) Fokker D.VII in olive green over light blue with red stars in 4 wing positions, a red curving arrow on a white rudder, and a white "1" on the side of the fuselage. (b) Fokker D-VII as above except with a red 'grape cluster' (?) on a white rudder and a white "4" on the fuselage. (c) Fokker D-VII same as above except with white curving arrow on a red rudder and no aircraft number. (d) Sopwith Snipe in PC10 and medium grey over doped fabric with four black stars, a black curving arrow on the rudder, and a fuselage emblem consisting of a black spade on a white disk. (e) Nieuport 17 in olive green over natural metal (sic) with red circular disks in six wing positions, a five-petaled flower (?) on a white disk on the rudder. (f) Nieuport 17 in red-brown, tan, and sand camouflage with a red star in a white disk in 4 wing positions, on the rudder and above the horizontal stabilizer; and a fuselage emblem consisting of a red arrow in a white disk. (g) Nieuport 17 in aluminum doped finish with a red rudder and a red star on a white disk within a red ring in 4 wing positions, on the fuselage side, and in 4 positions on the horizontal tail surface.



Printed in just three colors (red, white, and black) this sheet is deceptively simple but well printed. The red is dense and vibrant, and the registry is perfect. Best of all, sufficient markings are provided so that the enthusiast can make all seven aircraft without running out of "stars".

The instruction sheet is large and includes all the information needed to properly paint and decal the seven models. No color specifications are given, but I would tend to suspect anyone who did provide specification for these aircraft without proper documentation.



Also received for review was a small (4 cm by 13 cm) sheet for 2 BE2e Night Fighters of Home Defence Squadrons. The aircraft in an overall black scheme with white wings on the and fuselage. Also included on the sheet is a quartet of skull-and-crossbones for application to the fuselage and wings of one of the aircraft. The price of this sheet is 75p.

Received too late for review in this issue is a sheet of decals for the Polish Air Force 1919-1920. It includes markings for 4 Rumpler CI, Albatros D-III, and Oeffag Albatros D-III Series 253. The price is the same as for the Soviet sheet.

"Payment should be made in Sterling by International Money Order. All checks should be made payable to Blue Rider Models. For postage and packing by surface mail, please add 20% of order value."

(Editor's note: Richard Humberstone of Blue Rider says he is "researching minor air arms of WWI and its aftermath with a view to new decals releases. Information would be appreciated on the aircraft of the Serbian, Bulgarian, Red Hungarian, and Ukranian air forces". If you can help, please write to Richard at Blue Rider and mention the SAFCH.)

AMERICAL/GRYPHON DECALS

KUK TARNSTOFF 1917-18, Americal/Gryphon Decals, 4373 Varsity Lane, Houston, TX 77004. US\$ 5.00 plus postage.

(Editor's Note: To complement Martin O'Connor's article on Austro-Hungarian lozenge camouflage to be found elsewhere in this issue, I wrote to Glen Merrill of Americal/Gryphon requesting a review copy of the decals sheet he did on this subject and suggesting that SAFO reader would be interested in his products. The decals arrived with a rather interesting letter which is reproduced elsewhere in this issue.)

I've heard of modelers who hand paint the lozenge patterns on their WWI aircraft, and I've even seen some 1/48-scale models finished this way. However, most of us mere mortals will either go out of our way to avoid these schemes thereby impoverishing our collections or we will be satisfied to use one of the decals products available. Several companies make decals for the various German lozenge patterns, but as far as I know only Americal/Gryphon makes decals for the Austro-Hungarian lozenge pattern.

Superbly printed in perfect registration on a 21 cm by 27.5 cm sheet are all the lozenge patterns and colors necessary to finish models of the Aviatik D.I & D.II, Knoller C.II, and Hansa-Brandenburg C.I in Austro-Hungarian markings. At least seven different color hexagons are represented. It is difficult to estimate how many different aircraft could be built with one of these sheets, but I assume that it is more than enough to satisfy all but the most single-minded modeler.

The instruction sheet includes a general description of the lozenge pattern, by Martin O'Connor, along with instructions for applying the decals to specific aircraft.

This decal sheet was rather difficult to review. What can be said about nearly 80 square inches of hexagons other than they are indispensable to anyone wanting to model Austro-Hungarian aircraft?

Other decals sheets available from Americal/Gryphon include at least ten sheets of various German lozenge camouflage and

associated rid tapes; German crosses; and French, British, Italian, Belgian, and Russian cockades. Each sheet is \$5.00 plus postage for First Class delivery (e.g. \$1.10 for one or two sheets for delivery within the US or \$2.65 for overseas). A catalog is available for 2 First Class stamps or 2 IRCs.

Review copy graciously provided by Glen Merrill of Americal/Gryphon. A sheet of light-blue Finnish swastikas was also received. These will be reviewed in the next issue. However, if you are ordering a sheet of KuK Tarnstoff, you might as well save yourself postage and order the Finnish sheet at the same time - it is excellent.

PHANTOM TOO

MINIGRAPH 20: MCDONNELL F-4E PHANTOM II.

"Authored by Tim McGovern, this is the most detailed account published to date describing what many authorities consider to be the definitive F-4 Phantom variant, the F-4E. For the first time between two covers, the design, flight test program, and operational history of this extraordinarily versatile and long-lived fighter is documented in detail. The authoritative text, as always, is complimented by an exceptional photographic selection that includes thorough coverage of the cockpits (including Thunderbirds aircraft), the engines, the radar and virtually all other major systems and sub-systems. Most of the photographs have never previously been in print. The book contains over 20,000 words of text, 204 black and white photos, 14 color photos; and eight page fold-out, and approximately 38 drawings (including detailed multi-views and color scheme references). 8.5" by 11", softcover, 48 pages. \$7.95.

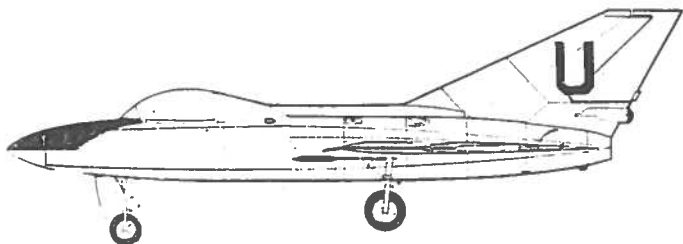
"This book is available from authorized Aerofax, Inc. dealers or from Aerofax, Inc. (P.O. Box 200006, Arlington, TX 76006) direct."

The official announcement reprinted above should provide all the information needed by the Phantom Phreak to decide if he needs this book, and anyone remotely aware of the consistently high quality of the Minigraph series will not need further details. However, the aficionado of the minuscule aerial arms will need to know how much space is devoted to foreign Phantoms. Phantoms F-4Es in foreign service (Israel, Australia, Federal Republic of Germany, Iran, Turkey, Korea, & Egypt) are covered in almost 50 column-inches of text; 18 b&w photos (one Australian, 2 Egyptian, 3 West German, one Greek, 2 pre-revolution Iranian, 3 Israeli, 2 Japanese, 2 Korean, & 2 Turkish aircraft); 5 color photos (3 West German and 2 Japanese aircraft); and 2 side-view drawings (one Israeli and one Greek machine). There is not enough on small-air-force Phantoms that hasn't been done better elsewhere (but admittedly not in one place) to get the average SAFCH member to part with his hard-earned cash. However, if you love Phantoms or if you are planning to do a model of the beast, the half of the book devoted to photos of cockpit interiors, both external and internal airframe details, and underwing stores will make this book indispensable no matter what xenophilous proclivities you possess.

SWEDISH DRAGONS

MINIGRAPH 12: SAAB 35 DRAKEN, by Dorr, Francillon, & Miller. 8.5 in. by 11 in., 48 pages, 208 b&w photos, 14 color photos, and 25 drawings. Softbound, \$6.95 from Aerofax Inc., PO Box 120127, Arlington, TX 76012.

While the Minigraph on the F-4E (reviewed above) will be of interest to a limited number of SAFCH members, the one on the SAAB J35 Draken should appeal to every SAFCH member. From the front cover with its color photo of the all-red Swedish Draken sporting gigantic white "1"s on the upper surfaces of its wings to the details photos of the Lill-Draken on the last page, this book is a feast for the eyes



and soul of any lover of beautiful aircraft in unusual markings.

This reviewer was particularly enchanted by the coverage of the SAAB 210 (aka Lill-Draken) - the small-scale flying testbed for the double-delta configuration. In addition to a detailed history of the project, the SAAB 210 is covered by 6 photos of its control-line model predecessors, 2 photos and a cut-a-way drawing of the 210, 2 side-view drawings, and 6 photos of details. The Lill-Draken would make an ideal subject for a limited-run injection molded kit. It seems strange to me that no one has done a kit of this attractive little aircraft - not even a resin-cast kit.

While most of the photos and text is devoted, rightly so, to Swedish Drakens, foreign Drakens receive appropriate coverage both in the text and in the photos. There are 12 b&w photos of non-Swedish Draken (7 Danish, 3 Finnish, and one Austrian) and 4 color photos (one Austrian, 2 Danish, and one Finnish). The fold-out page of 1/72-scale side-view drawings includes drawings of 3 Danish and 2 Finnish aircraft.

While not quite as good as Minigraph #11 on the Mirage F1 (principally because the Mirage book has more color photos of small-air-force aircraft than does the Draken book), is still very good.

Meticulously researched text and well-chosen photos clearly reproduced on high-quality glossy paper make any Minigraph a treat. When the subject matter is exactly what the small-air-force enthusiast needs, then you have an unbeatable combination that adds up to a "must" for the all serious members of the SAFCH. Aerofax Minigraph #12 on the SAAB J35 Draken is exactly this kind of a book.

WARPLANES OF THE WORLD

SAMOLOTY BOJOWE SWIATA by Tomasz Makowski, 21 cm by 29.5 cm, 136 pages, 56 scale drawings, 8 pages of color drawings, softbound. \$8.00 from the SAFCH Sales Service.

Included in the last issue of SAFO was a review of the Czech book "Letadla Ceskoslovenskych Pilotu". I don't know what I said in that review, but if I ever find out I

put it into bottles and market it. Not only did I sell all five issues on hand, but the list of back orders now stands at 15 and growing. Let me try this magic on another book that has been sent to me by several of our friends in Eastern Europe.

"Samoloty Bojowe Swiata" is mainly a collection of scale 3-view drawings of present-day military aircraft. There are 56 aircraft covered; 14 fighters, 14 bombers, 14 patrol aircraft, and 14 trainers. Each aircraft is allotted a full-page 3-view drawing and one page of text. The drawings are "page scale" and include many well known types, but there are many for which good scale drawing are not readily available. And, these drawings are good; they are well executed and include cross-sections for the modeler. With reducing/enlarging copying machines readily available these days, any modeler should be able to get inexpensive copies of any of these drawings in any scale required.

A list of all the aircraft covered is too long for this review, but a list of the trainers should give a good idea of the coverage: EMB-312 Tucano, Aero L-39 Albatros, Aerospaciale TB-30 Epsilon, AMD/Breguet/Dornier Alpha Jet, CASA S-101 Aviojet, Mitsubishi T-2/F-1, PZL TS-11 Iskra, Pilatus PC-7 Turbo Trainer, SAAB-105, Beechcraft T-34C Turbo-Mentor, Cessna T-37/A-37, British Aerospace HS-1182 Hawk, Aermacchi MA-339, and Jalowlew Jak-52.

The 8 pages of color-side view drawings are of Air-International quality. Small-air-forces aircraft on these pages included Polish MiG-23MF, Spanish F-4C, Turkish RF-5A, Philippine F-5A, Canadian CF-5A, Dutch F-16B, West German Atlantic and Alpha Jet, Polish Iskra, Czech Albatros, Austrian SAAB-105, and Swiss PC-7.

This is a book that should be of interest to the collector of aircraft plans, the modeler thinking of a scratch-built project, or the potential SAFO author who needs a good set of drawings on which to base his illustrations. You could pay a lot more than \$8.00 for 56 scale drawings and they may not be as good as these.

BOMBER AIRCRAFT OF WWI

SAMOLOTY BOMBOWE PIERWSZEJ WOJNY SWIATOWEJ by Baczkowski. Wydawnictwa Komunikacji i Łączności, Warsaw 1986.

"Recent correspondence with an officer in another aviation-history organization suggested that there was very little coming out these days on WWI aviation - which made us doubly anxious to comment on this book. Reviewing a book in a terribly foreign language poses some clear problems - but even given the difficulties of translation and supply (mammoth), this one seems worth the effort. BOMBOWE means Bombers, and the cover is a handsome painting of a Sikorsky under fire from a small 2-bay biplane. Inside: articles (in Polish, and incomprehensible) with photos and drawings (totally comprehensible) of early bombing a/c, like early Farmans and Vosins: SAMI; Antra; Breguet: etc. Tables. A really super book, including some color plates and a good index. The French, take notice."

(Editor's Note: This review was reprinted from WWI Aero and is included here because a number of these books are available through the SAFCH Sales Service. A more complete review should appear in the next issue of the SAFO.)

SAAF SQUADRON PATCHES

Andy Heape (SAFCH #231), one of the spark plugs of the Aviation Society of Africa, was in California on business, so he stopped by the editorial office for a short visit. He left a supply of SAAF squadron patches that are being produced by the SAAF Museum.

The accompanying figures show some these patches at 56% of their actual size. [No. 24 (diving eagle) and No. 3 (bat) squadrons have been left off to save space.] To help judge the size of the patches, note that the round patch actually has a diameter of 7-cm. The copy does not show the the vivid colors and excellent embroidery that characterize these patches. However, this figure does show one thing that may make these patches less attractive to the serious collector; the name of the SAAF Museum has been added to all the patches.

The SAAF Squadron patches would make a handsome addition to any collection of squadron insignia and they are available from the SAFCH Sales Service for \$3.50 each.



27 Sq.



12 Sq.



3 Sq.



19 Sq.



41 Sq.



44 Sq.

MAKER OF VACUFORM MOLDS SEEKS HELP

"I am 23 years old and a medical student. I have been modeling for 16 years. I know English rather well (even American English which is a very specific language), and I hope to write some articles for the SAFO on various Eastern European aircraft such as the MiG-17SN and Lim-5.

"Foremost, I am a vacuform mold-maker. I have made molds for as yet unproduced 1/72-scale models of the RWD-2 and PZL P-46. I am looking for contacts with firms or persons willing to sponsor the production of new kits. My ultimate dream is to produce a vacuform kit of the Hughes Hercules in 1/72 scale (135 cm wingspan), but I can not find anyone who would be willing to undertake production on this kit.

"I am also looking for contacts with model shops who might want to receive kits from Eastern Europe. My previous experience has been very bad. For example, I have posted kits of value £ 620 to three British shops and have received nothing in exchange. Maybe the model shops in the USA would be more responsive."

Piotr Kasprzak (SAFCH #834), ul. Kolodziejska 6m13, 91-046 Lodz, POLAND

SOUTH VIETNAM AIR FORCE BOOKS

"I'm sure you've seen the Squadron/Signal book on the Republic of South Viet Nam Air Force by Jim Mesko. I assisted Jim on the book, particularly air order of battle information, unit numbering, and marking schemes. It's a reasonable book, but not without errors. I hope to provide a detailed book review for insertion in SAFO #45.

As I've mentioned before, I am also working with Bob Mikesh if the Smithsonian on another book on the VNAF. Osprey has finally decided to publish this book on 28 January 1988. It will be expensive, however, until my own volume comes out in 1990 it is likely to remain the definitive work on the VNAF. I would appreciate a mention that I am still looking for any information on the following: VNAF aircraft, any period; Air America; Continental Air Service; Royal Lao Air force; Khmer Republic Air Force; and the following aircraft in non-US service: AU-23; AU-24; OV-10; Pilatus Porter' FH Heli-Porter.

"I am also working on a monograph for the OV-10, and I need help on all foreign operated versions (South Korea, Venezuela, Indonesia, Federal republic of Germany, etc.). Again, a 'plug' in th next couple of issues would help."

Bob Mills (SAFCH #139), 2413 S. 9th St., Arlington, VA 22204

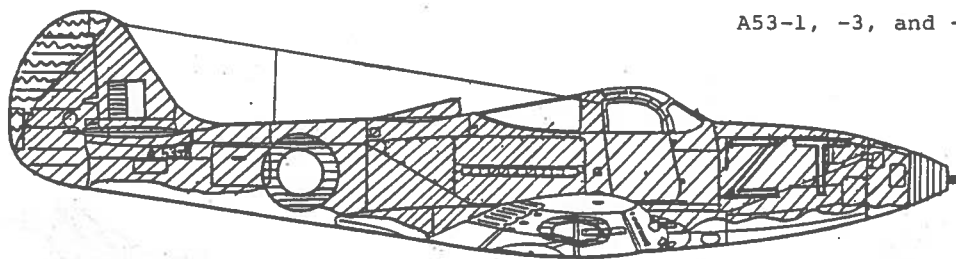
RAAF AIRCRAFT OF WWII

Part 1: P-39D/F

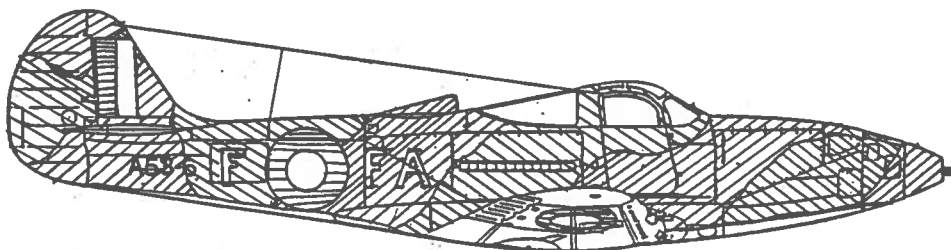
In this series I will be showing some of the lesser known aircraft and squadrons of the RAAF during WW2. To start the series off, we will begin with the Bell P-39D/F Aircobra. These aircraft were leased from the USAAF and were used by the RAAF from July 1942 until November 1943 when they were returned to the USAAF. The RAAF received 22 P-39s (12 'D' models and 10 'F' models) and returned 19 as three were written off in operational accidents. The P-39s were issued to 23, 24, and 82 Squadrons; only 23 and 82 Squadrons are covered in this article since I have not been able to find any photos of Airacobras with 24 Squadron. The serial numbers and model types of the aircraft used by the RAAF are:

Model	USAAF s/n	RAAF s/n
P-39F	41-7119	A53-1
F	41-7134	-2
F	41-7157	-3
F	41-7163	-4
F	41-7164	-5
F	41-7168	-6
F	41-7141	-7
D	40-3017	-8
D	40-3035	-9
D	41-6768	-10
D	41-6805	-11
D	41-6944	-12
D	41-7085	-13
D	41-6968	-14
D	41-6723	-15
D	41-6738	-16
D	41-6929	-17
D	41-6947	-18
F	41-7189	-19
D	41-6838	-20
F	41-7235	-21
F	41-7199	-22

A53-1, -3, and -5 were lost in accidents.



1.



2.

Colour Key

Blue	Dark Green	Dark Brown	Medium Green	Red

Colour Schemes

1. P-39D, A53-9, 'ZT'; 23 Squadron, Lowood, QLD (1942). Dark green upper surfaces with a medium green patch over the fin and rudder; sky blue undersurfaces; medium sea grey codes & serial; red spinner. Insignia: dark blue & white roundels and fin flash.

2. P-39F, A53-6, 'FA-A'; 82 Squadron, Bankstown, NSW (1943). Dark green and brown camouflaged upper surfaces; sky blue undersurfaces; and white codes & serial. Insignia: as above.

N.B. On both aircraft, the dark green and dark blue were very badly faded.

References: APMA 3/76 and AIR CLASSICS June 1984.

MODELLING: In 1/72 scale I would recommend the HELLER P-39Q kit suitably modified. In 1/48 scale the excellent MONOGRAM P-39 kit should be used. Note that, as shown in the first drawing, some of the RAAF 'D' model P-39s had the same exhaust stacks as the 'F' model.

Mick Mirkovic (SAFCH #465), PO Box 146,
Umina Beach, NSW 2257, AUSTRALIA

THE CHINESE PLAAF

The Chinese People's Liberation Army Air Force (PLAAF) was formed in the 1930's and 40's chiefly with captured Nationalist aircraft. The Soviets supplied newer equipment in the 50's and the mainland Chinese were soon manufacturing the MiG-17, under license, as the Jianjiji-5 or Fighter Aircraft Type 5. By the time of the Sino-Soviet split in the early 60's, Chinese factories were producing license copies of the MiG-19 (F-6), Il-28 (B-5), and several transport types. The Soviets left behind a few MiG-21's and Tu-16's; these were painstakingly copied and produced in fairly small numbers as the F-7 and B-6 respectively.

Chinese engineers have today come a long way towards independence, producing not only the A-5, an extensive modification of the MiG-19 design, but also several entirely indigenous transport aircraft and - finally in service - the F-8 "Finback".

Nevertheless, the PLAAF remains essentially an airborne antique collection, with the aging F-6 filling the air defense role and the B-5 soldering on as primary bomber. In the ground attack role, the A-5 has replaced the hopelessly inadequate MiG-17, while for transports and ancillary types the Chinese have a bizarre collection of American, British, Russian, and indigenous designs, some almost forty years old.

By no means a small air force, the PLAAF is nonetheless seldom discussed in the West. Add to Chinese secretiveness the fact that very few Westerners can read the language, and it becomes obvious why much of what is reported is either wild speculation or indiscriminate repetition of somebody else's wild speculation. (See Air International of September 1980 for a description of how some people's guesses about the A-5 were repeated and endorsed by "experts" around the World.)

Conflicting designations of PRC aircraft can certainly ass to the confusion. The Chinese refer to domestically built aircraft by a one- or two-character abbreviation signifying the type, thus "Jian-6" for Jianjiji-6 or Fighter Aircraft Type 6, and "Yun-5" for Yunshuji-5 or Transport Aircraft Type 5. Exported aircraft were given "Western" names by translating this abbreviation into the American-style equivalent: the Jian-6 became the "F-6", the Hong-5 became the "B-5", etc. An exception was made in the case of cargo aircraft, which were given the English abbreviation of the (romanized) original Chinese designation, thus "Y-5". "Y-10", and so on.

Recently, some publications have been referring to all PRC aircraft by abbreviation of the original designations. This has resulted in a plethora of rather bewildering appellations such as "JJ-6" and "HZ-5".

Many sources allege that the PRC assigned "F" numbers to aircraft which were not built in China: e.g., the P-51 was the "F-1", the MiG-15 was the "F-2", the early MiG-17 was the "F-4", and so on. I have never seen any proof of this in Chinese publications; as far as I can tell, the PRC began all numbering with "5". (Why they chose to do this is anybody's guess.)

It is common in Western publications to give mainland Chinese aircraft "brand names" based upon their place of manufacture, as in

"Shenyang" F-8 or "Xi'an" B-6. This practice may be justified in that it reduces confusion, but people should be aware that the Chinese do not do this - it's a Western invention, like fortune cookies.

MARKINGS. In the 1950's PLAAF aircraft were generally painted in some form of camouflage, often very crudely. By the late 1960's, the service seemed to have standardized on camouflage, usually olive green over light gray for aircraft associated with ground forces (An-2's, some A-5's, some helicopters) and natural metal for all others. Over the last five or six years, more and more PLAAF aircraft have been seen in a most attractive scheme of overall semigloss pale gray.

By now most SAFO readers may know that the white "thingy" in the middle of the PRC's aircraft (and armor) insignia is not a stylized drawing of the Gate of Heavenly Peace in Beijing. Actually, it's the characters Eight, One - representing August 1st, the date the PLA was founded. The rest of the insignia is red and yellow with no outline. Usually, the only other markings on a PLAAF aircraft will be a four- or five-digit number, red since the late 1960's. Markings and insignia are often stenciled very sloppily, with much overspray.

THE CASE OF THE F-6Xin. As far as I can tell, this tale began when the Beijing-based Hongkong Zhishi magazine published, without comment, a photograph showing several F-6's, one of which sported an odd conical devise in the center of the nose intake. At least two Hongkong magazines reprinted the photo and called the variation an "F-6Xin", the xin being the Chinese character meaning "signal". Jane's was next, publishing the same photograph and calling the conical devise a housing for a Chinese-developed air-to-intercept radar, "...the Chinese word Xin meaning new." But the character xin meaning "new" is entirely unrelated to the one meaning "signal". Since no other photos or information have turned up, I believe the "F-6Xin" - whatever it is really called - was probably a one-off test bed or field modification, not "the latest production version" as some would have it.

The F-8 "Finback" is an interesting aircraft (see SAFO #38). the PRC's only indigenous combat aircraft design, it was the subject of many wild rumors before entering service early in this decade. Photos show the F-8 to be basically an enlarged, twin-engined version of the MiG-21 design, bearing a striking resemblance to the abortive MiG "Flipper". Spotters are now talking about the "F-8-II", a new variant with check intakes a la A-5.

The PLA Navy also operates a small air arm, but its aircraft apparently carry no special markings to distinguish them from Air Force types. A former Naval Air Force pilot I met in Hongkong last year told me that only naval pilots will dare to fly over water - PLAAF pilots preferring to go hundreds of miles out of the way to avoid doing something so dangerous!

Desperate for foreign currency, the People's Republic of China seems willing to sell its obsolete aircraft to any country willing to pay. Past recipients of Chinese equipment, usually F-6's, have included

Albania, Bangladesh, Kampuchea, North Korea, Pakistan, Sudan, Tanzania, Vietnam, Zambia, and Zimbabwe. Recent customers include Egypt, Iran, and the US Navy(!) The Chinese "Silkworm" missile supplied to Iran, and much in the news lately, is an enlarged, longer-range descendant of the old Soviet "Styx".

The following list of PLAAF aircraft currently flying is by no means complete, especially in regard to trainers and transports (e.g., Viscount) which are rarely, if ever, seen in military markings. Of course, as with Aeroflot, the difference between "civil" and "military" is not always clear. Observers have spotted "civil" (CAAC) Y-8's complete with tail turrets; Army paratroopers

are regularly photographed jumping from "civilian" Y-5's.

Finally, none of the above is to be considered Absolute Truth. I am not any kind of "expert"; I welcome any comments or new information.

Randy Geithman (SAFCH #400), 2615 Eden Ave. Apt. 2, Cincinnati, OH 45219

[Editor's note: The drawings accompanying this pair of articles are by D.Y. Louie. They are all either the most recent samples or products being tested by the PLAAF. Information comes from a 1986 Chinese publication: The World's Aircraft Handbook published by the Aviation Industrial Press, Beijing, China.]

FIGHTERS (Jianjiji) - FIGHTER-TRAINERS (Jianjiaoji) - FIGHTER-RECON (Jianzhenji)

"Western"	Chinese	Original	NATO	Remarks
		MiG-15	Fagot	Any MiG-15's still flying serve as squadron hacks, etc.
		MiG-15UTI	Midget	Ditto
F-5	Jian-5	MiG-17	Fresco	Replaced in the attack role by A-5
FT-5	Jianjiao-5			Primary advanced trainer
F-6	Jian-6	MiG-10S	Farmer-C	
F-6A	Jian-6Jia	MiG-19PF	Farmer-D	Limited all-weather
F-6C	Jian-6Bing			Modified brakechute; standard dayfighter
"F-6Xin"	"Jian-6Xin"			Modified radar(?)
FT-6	Jianjiao-6			Advanced trainer
RF-6	Jianzhen-6			Photorecon version
F-7	Jian-7	MiG-21F/PF	Fishbed-C/D	
F-8	Jian-8		Finback	Indigenous 2-engine delta
"F-8'II"	?			New variant with check intakes
F-10, -11, -12				Rumors

BOMBERS (Hongzhaji) - BOMBER-TRAINERS (Hongjiaoji) - BOMBER-RECON (Hongzhenji)

		Tu-2	Bat	
		Tu-4	Bull	Relegated to ECM duties, etc.
		Be-6	Madge	
B-5	Hong-5	Il-28	Beagle	
BT-5	Hongjiao-5	Il-28U	Mascot	
RB-5	Hongzhen-5	Il-28R	Beagle	
B-6	Hong-6	Tu-16	Badger-A	

HELICOPTERS (Zhishengji)

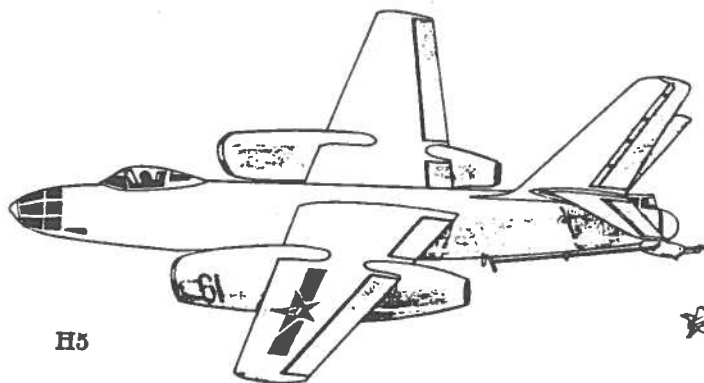
H-5	Zhi-5	Mi-4	Hound-A	Most widespread
H-6	Zhi-6			Rumor
		Mi-8	Hip-C	In production
H-9	Zhi-9	SA-365 Dauphin		License production; called "Haitun"
		SA-321 Super Frelon		In service
		Bo-105		In service

TRANSPORTS (Yunshuji)

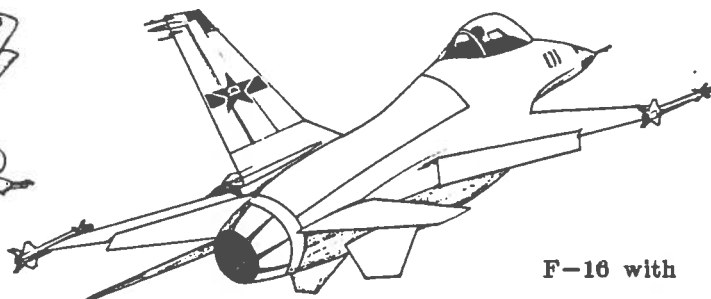
		C-46 Commando		Some may still be flying
		Li-2	Cab	Spotted last year in West China
		Il-14	Crate	
		Il-18	Coot	
Y-5	Yun-5	An-2	Colt	Still in production
		Tu-104		
		Tu-124	Cookpot	
Y-7	Yun-7	An-24	Coke	
		An-26	Coke	
Y-8	Yun-8	An-12BP	Cub-A	
Y-10	Yun-10			Indigenous 4 engine passenger a/c
Y-11	Yun-11			Indigenous 2-engine general-purpose a/c
Y-12	Yun-12			Exported as the "Turbo Panda"

BASIC TRAINERS (Chujiaoji)

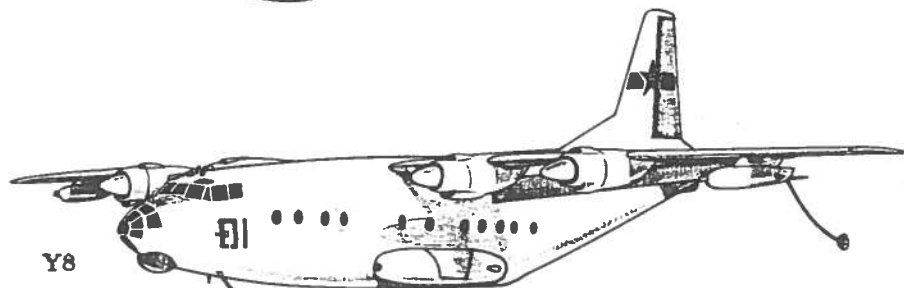
T-5	Chujiao-5	Yak-18	Max	
T-6	Chujiao-6			Similar to Yak-18



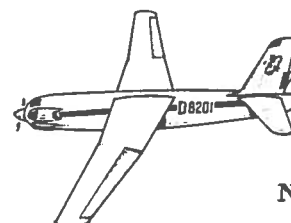
H5



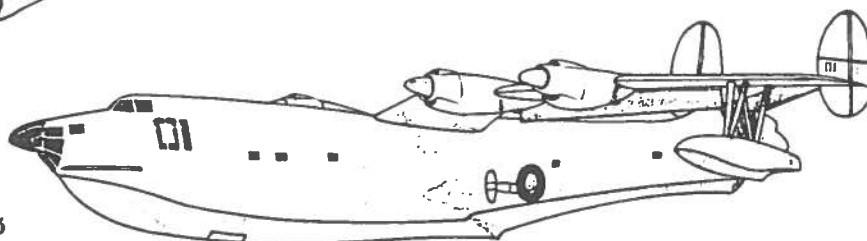
F-16 with
PW 1120 Engine



Y8



NPU D4



SH-5

THE FIRST PLAAF AIRCRAFT

"Formation of the PLAAF can be traced back to April 1931 when a Nationalist Vought O2U-4 crash landed in the Tri-Provinces area of Hubei, Hunan, and Jiangxi. the pilot, Wenjiang Long (1) decided to join the Red forces then know as the Chinese Communist Workers and Peasants Red Army. An aviation bureau was then established at the Puzhi Temple. The aircraft was repainted in CHICOM markings (a red star underneath each wing) and was named "Lenin". The Chinese characters for "Lenin"(2) were painted on both sides of the fuselage. This was the first aircraft of the Communist Chinese Air Force.

The second CCAF aircraft was obtained on 24 November 1934 when a Nationalist DH-9 was shot down at Nanyuan, Hunan Province.(3) After complete restoration, the aircraft was pressed into CCAF service as "Marx". During the Sian Incident in 1936, this aircraft was the personal transportation of Zhou En-Lai.

(1) 龍文光 (2) 列寧 (3) 湖南、南遠

D. Y. Louie (SAFCH #544), 6705 Hayhurst St., Worthington, OH 43085

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HELP NEEDED

"I am writing to request help on a couple of projects. I have not had much luck finding this information, so I hope other SAFO readers can help me.

"(1) East German Mi-24 Hind-D's: Are they painted in gray/green, or sand/brown camouflage? Any good photos to confirm colors and placement of markings?

"(2) Nigerian Air Force Jaguars: Does anyone know the correct FS numbers or model paints to use on their camouflage? Most references refer to a 3-tone green scheme, but some of the photos almost appear as two greens and tan. Anyone know for sure?

"(3) Does Cuba have any Hinds? Colors and markings would be appreciated.

"I really like SAFO - I tend to go for the more off-beat aircraft and color schemes. I look forward to lots of SAFO issues in the

years to come."

Tom Hampton (SAFCH #613), 820 Chestnut #16, Los Angeles, CA 90042

(Editor's note: I can help with the first question. There is a color photo of two East German Hinds on the cover of FLIEGER REVIEW 5/86. These aircraft are camouflaged in two shades of green with the under surfaces blue. Matching the colors (which look to be fairly well reproduced) in the photo to FS595A, I get dark green (34227), light green (34533), and blue (35299). The markings are: East German national insignia directly behind the weapons pylon. Black aircraft number (487 and 434) further aft. Tail warning "Gefahr" in black on a yellow panel. The 3 vertical stripes under the pilots cockpit are black, as are the rails on the weapons pylon and the dome on the lower forward part of the fuselage. The rotor-hub mechanism appears to be a greenish grey and the rotor blades appear to be light green.)

SEPTEMBER CAMPAIGN - 50 YEARS ON

"As we draw closer to September 1989, the 50th anniversary of the blitzkrieg on Poland, the Intrepid Museum Project is shaping up nicely. I met with Colonel Wojciech Kolaczowski (Retd) recently at the New York City Pulaski Day Parade. One of the commanders of Polish 303 Squadron, he also served in the the September campaign and the Battle of France. I will be conducting extensive interviews with him and other surviving members over the coming months.

"I intend that the display will tell a story. For instance, I will build Gnys' P-11c and one of the Dornier 17E's from KG77 which was the first Luftwaffe aircraft shot down in WWII. I will also do the aircraft of Gnys' Commander, Capt. Medwecki, who was the first victim of the Luftwaffe at the hands of F. Neubert flying a Ju-87B with I/StG2.

"For another display case, I intend to build a P-11c from 113 Sq. as flown by S. Zatorski (probably one of my relatives on my mother's side) who got involved in a dog fight with a couple of Russian I-16 and I-153 fighters on 17 September 1919. He took out one I-153 and damaged another I-153 before being nailed by the I-16. (See J. Cynk's article in AIRPOWER, Vol. 13, #4.)

"The Karas and the Los will be built by other members of IPMS New Jersey in markings of squadrons that participated in attacking the German armor columns. Other Polish aircraft such as the RWD-13 Czapla and RWD-8 will round out the Polish aircraft display.

"Another case will show Polish aircraft under development, such as the PZL P-50 Jastrzab, PZL P-46 Sum, PZL P-11G Kobuz, P-24, etc. The idea will be to show that, although efforts were made to modernize the Polish Air Force, it was a matter of too little too late with a good dose of politics thrown in.

"Above all, the accompanying graphics will stress the heroic efforts of the Polish airmen and soldiers defending their homeland and holding out as long as possible with obsolete weapons. Interspersed with the models will be photographs and memorabilia.

"The Luftwaffe will be represented by models of the Me-109E, He-111, Hs-123, Hs-126, Do-17E, Ju-87B, etc. A center piece will be a 1/24th scale Ju-87B in proper Polish Campaign markings. The Stuka is the symbol of the terror of Blitzkrieg; the image of this angular bird of prey diving on refugee-choked roads is burned into the psyche of anyone familiar with the history of that time.

"With any project such as this, there are many questions that need to be answered. This is where SAFO readers may be able to help.

"1. Polish Khaki - The color mix specified in the instructions for the Mikro kit of the Czapla results in a definite brownish shade. Accounting for variations in paint stocks, different manufacturers, fading because of climate and operational use, I feel that this shade is more accurate than the "forest" green seen in some publications. Profile #258 on the PZL P-37 Los has an example of this brownish color. Also, the "olive" color often quoted for P-11c's disturbs me. If any one can come up with Federal Standard equivalents or a mix using either Polly S or Tamiya paints, it would be most helpful.

"2. Gnys' PZL P-11c - The art work on the cover of Gnys' book, 'First Kill', shows the paper horse marking of 122 Squadron. Since

Gnys served with 121 Squadron (winged arrow), is this a mistake carried over from the English Profile of the P-11? Or, since the two squadrons operated out of the same airfield, could Gnys have jumped into the first available machine during his scramble?

"3. Capt. Medwecki's P-11c - Are the markings in "Godlo i Barwa w Lotnictwie Polskim 1918-1939" by Kowalski (p. 99, Table 3-12, View d) are correct for the aircraft shot down?

"4. Camouflaged P-11c - I have only seen one photograph of a camouflaged P-11c, a German propaganda shot with a phony tail. This P-11c has German style splinter camouflage not seen on any other Polish aircraft. Was this scheme actually used by the Polish Air Force?

"5. Gnys' victims - While it is evident that the Do-17E's were still in prewar camouflage and that one of them shot down by Gnys was coded 3Z+FR (3Z is KG77), what were the colors of the code? Where were any squadron insignia or other interesting markings?

"6. Neubert's Ju-87B - While it is known that he operated with I/StG2 and his Stuka was coded T6+GK, what were the colors of the codes and were there any squadron insignia or other interesting markings?

"7. Other German Aircraft - Although I have some markings, I'm looking for complete color information on squadron insignia, codes, etc.

"The other thing the Intrepid display needs is photographs suitable for enlarging. Prints of any size are welcome (5" x 7" or 8" x 10" prints are best), but negatives are the best of all. Also on our 'wish' list are memorabilia such as insignia, medals, uniforms, parts of aircraft, contemporary Polish newspapers, propaganda posters, etc."

Project Director, Intrepid Sea Air Space Museum, Michael Dobrzelecki (SAFCH #682), 1720 Long Hill Rd., Millington, NJ 07946

THE FUTURE OF MIG MANIA

"Thanks for the information on the Polish MiGs. It corrects a number of bad references (all references I had showed upper wing markings). I intend to do a follow up to MiG Mania with corrections and additions.

"I recently received a letter from a gentleman in Holland who has a color slide of a Cambodian F-6 with markings different from the Star-and-Temple marking (which I am not sure is all that accurate).

"Also received has been information on Angolan bare metal MiG-17s (serials C-26, C-28, C-29), camouflaged Angolan MiG-17 (of doubtful accuracy), Guinea MiG-17 serial 513, Uganda MiG-21MF and MiG-15UTI, and some Ethiopian MiG-21MFs.

"Cambodia (it is back to Cambodia according to our State Department) now has at least a squadron of MiG-21MFs under the leadership of Vietnamese officers. This was confirmed by a US military type, who, unfortunately, was not able to get a picture or an accurate description of the markings. He did say some were in dark-green camouflage, the same as the Vietnamese MFs.

"In addition to the MiG Mania Update, I have decided to take the bull by the horns and do a pair of World Wide MiGs books. As the title indicates these books will have the primary emphasis on export MiGs in service. I want to have at least one color scheme for every country that flies MiGs. The first

volume will cover the MiG-15 through MiG-21; the second the MiG-23 through MiG-31. It will take me at least a year to get it all put together, if I can find the photos I need and fill the holes in my data base. Photos will be the big problem and the one area I really need help. I could use some contacts in Eastern Europe and Africa.

"Please put in a strong plea for information and especially photos of African and Asian MiGs.

Nick Waters (SAFCH #2), 5509 Darby Lane, Box 73513, The Colony, TX 75056

MIG & YAK CORRECTIONS

"Drawing #117 in MiG Mania series (SAFO #44) shows a Sri Lankan Fresco with the revised speed brakes and exhaust pipe of a MiG-17F. According to articles published in L+K 22/74, 23/74, & 8/86, the MiG-17F was never used by the Sri Lanka Air Force and all Sri Lankan Frescos were early versions of the MiG-17.

"The review of the PM kit of the Yak-15 states that an overall white 'winter' camouflage was applied to aircraft '56'. As far as I have been able to find out, this type of camouflage was never used on the Yak-15. The correct color for '56' is a light grey, the same shade as used on post-war La-7/11.

"Can anyone provide information on Mi-24 Hinds in Iraqi and Nicaraguan camouflage schemes?"

Daniel Petz (SAFCH #807), Na Ladvi 21, 182 00 Praha 8, CZECHOSLOVAKIA

AMERICAL/GRYPHON DECALS & SAFCH

(Editor's note: The following letter was included with the Americal/ Gryphon decals that were sent for review. When you order decals from Americal/Gryphon, please tell Glen Merrill your opinions on the usefulness of his products to SAFO readers. I've myself have a Swiss Siemens-Schurkert D.III and a Polish Fokker D.VIII on the bench that will need lozenge decals to complete. Americal/Gryphon are doing a great job, and we should all let them know how much we appreciate their efforts.)

"I don't entirely agree that our stuff is that compatible with your membership. Sure, some of the camouflage patterns for German aircraft appeared in the air forces of smaller countries, but most of the insignia sheets are practically useless to your people. Most of the camouflage schemes that might prove useful have already been issued and we are now completing the insignia range and moving towards unit and individual markings, the first of which should be out before Christmas. Thus I suspect that our future releases will be even less useful to you than our previous ones. Finally, although your membership figures, especially the geographic distribution ones, are pretty impressive, I really wonder how many of these model in the immediate post-WWI era and would be interested in our products. Couple that with the fact that an awful lot of Fokker D.VIIs et al. were overpainted almost immediately so the camouflage wouldn't show, and the applicability becomes all the more questionable."

Glen Merrill, Americal/Gryphon Decals, 4373 Varsity Lane, Houston, TX 77004

HONDURAN SUPER MYSTERE SOUTH ARABIAN/SOUTH YEMEN AIRCRAFT

"Regarding the letter from Brian Griffin in SAFO #41, the Honduran Super Mysteres were re-engined by the Israelis and had a longer rear fuselage so the Airfix kit would need modifying. I do not know if any other changes would be necessary. (Editor's note: Warbirds Illustrated #23, ISRAELI AIR FORCE, by Yehuda Borovik, has 3 good photos of the re-engined Israeli Super Mysteres in which show the fuselage extension. Anyone want to do an article on this conversion for the SAFO?)

"Have you seen the great colour photos of South Arabian/South Yemeni aircraft in the May 1987 issue of AEROPLANE MONTHLY? These show the Jet provost, Beaver (early and late national insignia), Sioux, and Dakota, also close-ups of the insignia, and several b&w photos. There were also a couple of pages of photos in the February 1968 issue of FLYING REVIEW INTERNATIONAL, and some drawings of the Jet Provosts in SCALE AIRCRAFT MODELLING, January 1984, although they quoted the wrong colours.

"On Wednesday, 18 November 1987, a F-18 Hornet of the RAAF crashed on Palm Island off the Queensland coast, just north of Townsville. The aircraft, from Williamstown in New South Wales, was reported to have been on a night bombing exercise. The body of the pilot, Flying Officer Richard Michael Jefferys (23) was recovered by search party from dense brush, and a week-long investigation launched. As far as I know this is the first Hornet loss to be suffered by the RAAF. No details of the serial number or unit were given in radio or newspaper reports, and I have not seen any more information on the crash. References: NZ Herald, 21 Nov. '87 and Auckland Star, 20 Nov. '87."

Paul Adams (SAFCH #773), 109 Point Chevalier Rd., Point Chevalier, Auckland 2, NEW ZEALAND

ROTOR MAGAZINE

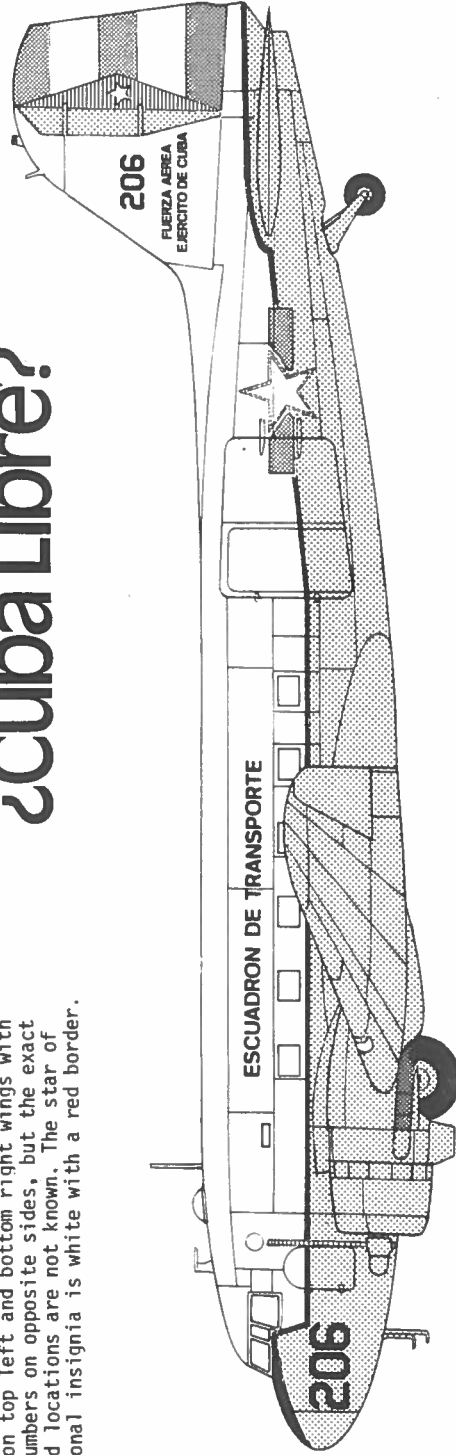
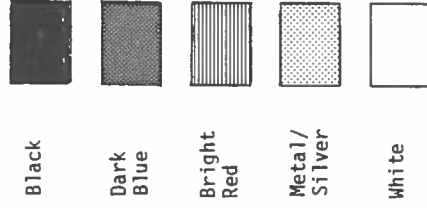
Joe Daileda (SAFCH #28) is now the US subscription agent for ROTOR MAGAZINE. ROTOR is the plastic modeller's magazine devoted entirely to helicopters. ROTOR is published four times a year. To date, three issues have been published (5.86, 6.86, & 1.87), and all are still available. ROTOR brings you a balance of historical profiles, reviews, and modeling detail in addition to up-to-the-minute helicopter news. Some of the familiar names to be found in the pages of ROTOR are Lynx, Dauphin, Panther, Rota, Apache, Hoverfly, Cierva, Chinook, Bristol, Flettner, Mil, and others.

To subscribe or order back issues, send \$20.00 for a subscription or \$5.30 each for back issues to Wise Owl Worldwide Publication, 4314 West 238th St., Torrance, CA 90505.

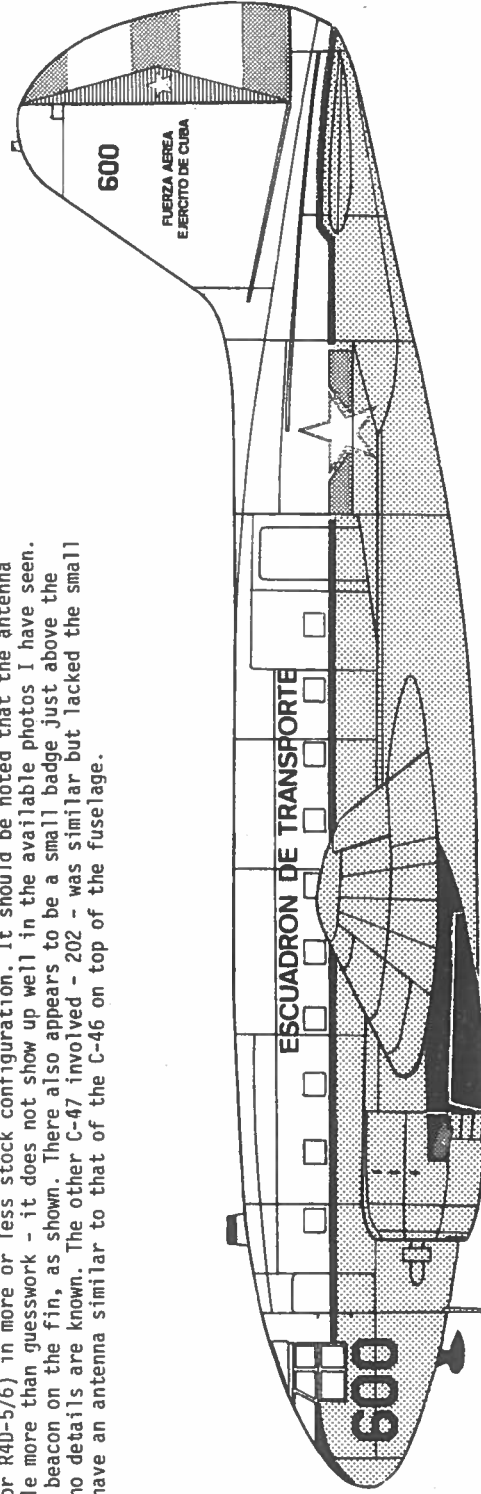
Wise Owl is also the agent for many other overseas publications. Write to Joe at the above address and ask for a full list and be sure to mention the SAFCH.

Both aircraft presumably have national insignias repainted on top left and bottom right wings with serial numbers on opposite sides, but the exact sizes and locations are not known. The star of the national insignia is white with a red border.

¿Cuba Libre?



Appears to be a C-47A/B (or R4D-5/6) in more or less stock configuration. It should be noted that the antenna arrangement shown is little more than guesswork - it does not show up well in the available photos I have seen. However, there is a small beacon on the fin, as shown. There also appears to be a small badge just above the prop warning stripe, but no details are known. The other C-47 involved - 202 - was similar but lacked the small badge. It also seemed to have an antenna similar to that of the C-46 on top of the fuselage.



This is probably a C-46R, although the window arrangement is more like that of a Super 46C. In all likelihood, the right side has eleven windows and no door. Also note the fin beacon.

By the end of 1958, it was becoming obvious to Fulgencio Batista - the Cuban dictator - that he would not be able to prevent Castro's forces from taking control. He therefore fled to the Dominican Republic on January 1st, 1959, bringing his family, assorted camp followers and every valuable item in sight. Apart from a civilian DC-6, at least three Cuban AF transports were involved. Eyewitnesses report that all were repainted in FAD markings the very same evening.

Leif Hellström (SAFCH 786)